

March 22, 2017

via hand-delivery and e-mail

Carlyn Winter Prisk
U.S. Environmental Protection Agency, Region III
1650 Arch Street
Philadelphia, PA 19103-2029
prisk.carlyn@epa.gov

Re: Required Submission of Information
Lower Darby Creek Area Superfund Site – Clearview Landfill

Dear Ms. Prisk,

On behalf of Philadelphia Redevelopment Authority (PRA), this letter responds to information requested by the United States Environmental Protection Agency (EPA) in a letter dated December 19, 2016 (Letter). The Letter was received by PRA on December 16, 2016. On December 29, 2016, PRA requested an extension of time to respond until February 1, 2017, which the EPA granted on January 3, 2017. On January 30, 2017, the City requested an additional extension of time to respond until February 22, 2017, which the EPA granted on January 31, 2017. On February 17, 2017, the City requested an additional extension of time to respond until March 22, 2017, which the EPA granted on February 22, 2017.

By responding to the Information Request, PRA is not waiving its legal rights, privileges, protections or defenses. Nothing in these responses constitutes or is to be construed as an admission of fact or liability on the part of PRA. Also, PRA raises the following objections:

- a. PRA objects to the request for information or production of any documents protected by the attorney-client privilege or the attorney work-product doctrine.
- b. PRA objects to the request for information or the production of any documents that are not relevant to the matters properly sought under Section 104(e) of CERCLA.
- c. PRA objects to the definition of “you” as defined in Enclosure C on the ground that it is overbroad, vague, and attempts to impose requirements beyond those set forth in Section 104(e) of CERCLA. PRA responds on behalf of itself and the information known by its employees after reasonable investigation, but not affiliated entities or entities authorized to conduct business on PRA’s behalf other than employees of PRA.
- d. PRA objects to Instruction #4 of Enclosure D regarding a duty to notify EPA and provide EPA with a corrected written response if PRA finds that any portion of its response is “incomplete” as outside of EPA’s authority under CERCLA Section 104(e).

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- e. PRA objects to the Description of Residential Areas in Attachment 1 as unclear, particularly the description of the Northern Residential Area as “between the filled area immediately north of S. 78th St. to the Eastwick City Park.”

Without waiving and subject to these objections, PRA’s responses follow. These responses are based on our review of the attached documents, documents attached to previous submissions (December 27, 2001 and February 22, 2002, as well as the City of Philadelphia’s submissions to EPA), and other documents in PRA’s files. For your convenience, we repeat the relevant information request in italics before providing the corresponding response. Documents enclosed in this response have attachment numbers for identification.

1. *Did the PRA, or anyone on behalf of, under contract with, or at the direction of the PRA, conduct grading operations on any of the Residential Properties at any time? If so, provide the following:*
- a. *A complete list of every Residential Property graded by, on behalf of, under contract with, or at the direction of PRA.*
 - b. *The name and contact information of any party which conducted grading on behalf of, under contract with, or at the direction of the PRA.*
 - c. *Complete copies of any documents related to the grading of any of the Residential Properties.*

Response:

The PRA objects to this question in that “Residential Properties” is not defined. Assuming that this request is inquiring about properties in the “Residential Areas” described in Attachment 1 to the responses, PRA responds as follows:

PRA may have conducted some grading and filling operations in the general areas described as the “Residential Areas” in Attachment 1. As discussed in PRA’s previous 104(e) response dated February 22, 2002, in response to Question 1, the Eastwick area was certified for urban renewal in 1950. PRA’s 2002 response to Question 1 continues: “In 1954, the City Planning Commission prepared the Eastwick Redevelopment Area Plan, which outlined a general development proposal for the area. In 1957, the Eastwick Urban Renewal Plan set out specific implementation activities to effect the City’s 1954 Plan, such as project standards, regulations and development controls, and the street system for the Eastwick neighborhoods.” The 1957 Eastwick Urban Renewal Plan, which is provided here as Attachment A, describes the proposed plan to grade and fill the area as follows (emphasis added):

It is proposed to clear, fill and drain this area and provide basic public utilities so that the land may be developed for residential, commercial and industrial uses with adequate community facilities for the anticipated populations. (Introduction section to the 1957 Eastwick Urban Renewal Plan., provided here as Attachment A.)

In addition, Map 9, an exhibit to the 1957 Eastwick Urban Renewal Plan, is a map of the “Major Grading & Special Site Improvement Plan” for the area. It is not possible to match precisely specific areas of Map 9 with the map of the “Residential Areas” provided by EPA in Attachment 1 to its 104(e) request. However, based on Map 9, it appears that fill (marked in the Legend on Map 9 as “(F-3’) – Fill”) was to be placed on much of the Eastwick area. We have provided as Attachment B a high-definition scanned version of this map to the EPA electronically and in paper form; on the electronic version, it is possible to zoom in to read some of the fill (“F-3”) designations. These designations may demonstrate the planned depth of fill to be placed in particular areas.

Following the 1957 Eastwick Urban Renewal Plan, more specific plans and contracts were developed. These more specific plans for the Eastwick area redevelopment specify that PRA (then known as the Redevelopment Authority of the City of Philadelphia) would be conducting the filling and grading of the area. PRA’s 2002 104(e) response to Question 5(b) explains that “prior to commencement of development activities in the Eastwick area in 1958, Eastwick was primarily undeveloped land with several farms and some other structures, including residences. Beginning in the late 1950s, soil stabilization efforts were begun which over time enhanced development opportunities. ... In 1961 New Eastwick Corporation signed an agreement to develop the Eastwick Redevelopment Area.” This agreement, which was provided by PRA to EPA in PRA’s December 27, 2001 document production (bates-stamped RDA 00001-00132), provides relevant language about the PRA’s agreement with the developer to have PRA fill and grade the area (emphasis added):

16. Prior to the transfer of land from the AUTHORITY [PRA] to the REDEVELOPER [the New Eastwick Corporation],

a. **the AUTHORITY shall effect the filling and grading of the Project Area in accordance with the preliminary plat and data maps as approved by the Philadelphia City Planning Commission and all compaction of fill that can reasonably be expected to occur shall have occurred, and**

b. the AUTHORITY shall effect the abandonment of, provide the construction of, and provide easements for, public utilities within the Project Area in accordance with the preliminary plat and data maps as approved by the Philadelphia City Planning Commission. (RDA 0007)

These planning documents indicate that PRA planned and agreed to do filling and grading in the Eastwick “Project Area” as defined in Exhibit A to the 1961 Agreement, which is described as “ALL THAT CERTAIN property in the 40th Ward of the City of Philadelphia” and which may include the Residential Areas as defined by EPA in Attachment 1 to the 104(e) request.

Besides plans and agreements to do grading and filling, PRA could not locate any documents that provide specifics of grading and filling activities that may have taken place. However, some information about the filling and grading of the Eastwick area is provided in the document provided as Exhibit F to PRA’s 2002 104(e) response: the February 1976 Final

Environmental Impact Statement for the Eastwick Urban Renewal Area ("EIS"). The EIS explains (emphasis added):

In the late 1950's, **massive amounts of hydraulic fill were pumped from the Schuylkill River bed into the Eastwick Area.** Gradually, the marsh areas were eliminated. Today, much of those areas are open fields. (EIS, Page 1)

These may have been the same "soil stabilization efforts" in the late 1950s described in PRA's response to Question 5(b) of its 2002 104(e) response.

The EIS cites the original 1957 Urban Renewal Plan's goal to "clear, fill and drain this area" (EIS, p. 2) and explains that after slower development in the late 1950s and early 1960s, faster development started in 1964 after the developer, New Eastwick Corporation, selected Korman Corporation for residential construction in Eastwick. (EIS, p. 1-2) By 1976, according to the EIS, development of the northeast corner of Eastwick was "nearly completed" with hope to finish the all residential development by 1980. However, as explained in PRA's response to Question 5(b) in its 2002 104(e) response, "Anecdotal information indicates that residential development near the Delaware County border in the area of the Clearview Landfill" -- which appears to be similar to the area described as the "Residential Areas" in Attachment 1 to the 104(e) request -- "did not begin to occur until 1973," and continued into the 1980s. Therefore, it is unclear exactly when this area was graded and filled.

For example, it appears that the "Stage I" residential area was already filled by the time the EIS was written in 1976 (see p. 6 (emphasis added): "Stage 1 of the Eastwick Redevelopment Area is largely complete with respect to residential development. Sewer, water, curbs, sidewalks, paving, **and fill are in place**, except for some small scattered areas."), but the PRA believes that the area closer to the Clearview Landfill was developed later as part of "Upper Stage II" as described in the EIS. In response to Question 5(b) of its 2002 104(e) response, PRA explained that the area closer to the Clearview Landfill appears to be in "Upper Stage II" based in part on a map of developmental stages which was attached to PRA's 2002 response as Exhibit D. Comparing the map in Exhibit D to the map of the "Residential Areas" provided by EPA in this 104(e) request, the "Residential Areas" in question also appear to be in the "Upper Stage II" area which was only partially developed as of the EIS in 1976.

As a further example, page 9 of the EIS explains that as of 1976, "portions of the area scheduled for fill have not been filled." The EIS also provides some detail about the underlying soils and the nature of the fill, as follows (emphasis added):

The native soils reflect the sandy and silty nature of the underlying unconsolidated deposits which are fine to medium grained and exhibit moderately low permeability. Drainage has always been a problem in Eastwick due to the low flat terrain, in addition to the fact that the ground water table is less than ten feet throughout most of the area and **portions of the area scheduled for fill have not been filled.** Due to project development, impervious surfaces

(structures, paved roadway, sidewalks, etc.) will have increased peak flow discharges. Until the storm drainage system is complete, flow in the receiving streams will be increased. Along with the fill activities and the incomplete drainage system, areas previously not flooded may experience runoff (flood) problems. Scattered incidences have been reported, but with the completion of the aforementioned activities and flood control facilities, most problems will be alleviated.

Fill material has been and will be placed over the unconsolidated native soils (organic mats of vegetation underlain by sand and silt). The marshy areas are presently drained prior to filling activities. The fill is then spread in six inch layers and compacted until the area is brought up to desired grade. These native materials are similar to the adjacent Tinicum Marsh Area. However, it is not possible to determine the related quality of the area's marshes because of the septic tank systems serving past residential development and previous uncontrolled open dumping activities. It is likely that the marshy areas in the Eastwick project do not compare in quality to those existing in the Tinicum Marsh. **Fill materials already placed** have interrupted, if not permanently stopped, the flow of the many small rivulets and depressions which were present.

The load bearing capacities vary throughout the area depending upon whether areas were cut, filled, the type of material used for filling and the extent of compaction applied to the fill material. In residential Stage I, bearing capacities were inadequately studied and the area has experienced settlement. However, this was mainly due to the fact that the structures were located over an old dump. **[Note: as explained above, Stage I does not appear to encompass any of the "Residential Areas" described in Attachment 1 to EPA's 104(e) request.]** The placement of fill in this area over the organic material also caused biological degradation anaerobically with the end products of methane and carbon dioxide being formed. Venting procedures were instituted to alleviate the gas seepage problem. Corrective measures and repair work have been accomplished to alleviate the settlement problem. However, this area can conceivably experience additional settlement.

In other areas, test pits for each building block are being performed to determine the required type of foundation. The engineered foundations vary from heavy type (three foot deep by two feet wide) to grade beams, and where necessary, the use of wood piles. When the test pits have been prepared, they are inspected by a representative for the City of Philadelphia at which time the foundation type is determined. These procedures will most likely prevent a reoccurrence of settlement problems as experienced in residential Stage I.

The fill materials obtained from the Schuylkill River and Delaware River consisted mainly of silt, solid waste, sand, gravel and topsoil. The process of storing, moving and placing this material has exposed large volumes to erosion. This has increased the sedimentation load on the adjacent streams, affecting the biological life in the water and increasing sedimentation in the streams.

Since late in 1974, the Pennsylvania Department of Environmental Resources (DER) has been monitoring procedures and activities in the project area. The Redevelopment Authority is currently preparing revisions to the Soil Erosion Control Plan (see Exhibit 6_ in Appendix I) submitted to DER in 1974. DER personnel are actively involved in the project and its erosion problems.

(EIS, p. 9-10) The above description from the EIS is the most detailed and specific information that PRA has located about the condition of the land that was graded and filled and the specific fill materials used.

Some additional information about type of fill used in the Eastwick area is described in the Fourth Amendatory Agreement between the PRA and Eastwick Joint Venture VI, New Eastwick Corporation, and the Philadelphia Authority for Industrial Development, May 29, 1996, which was attached to PRA's 2001 104(e) response (bates stamped RDA 00208-00220). This amendment to the original 1961 agreement describes the conveyance of certain parcels of land from PRA to the redeveloper. Before conveyance, the PRA agreed to demolish all buildings and structures located on the parcels and "fill, or cause to be filled, in accordance with all applicable laws, Parcels C, D, and E with good clean fill to Bartram Avenue levels within three (3) years from the date of this agreement." (RDA 00211) "Good Clean Fill" is further defined as follows:

"Good Clean Fill" as used herein shall have the following meaning:

(i) soil, material free from organic matter and any hazardous and/or carcinogenic materials or compounds; and

(ii) Up to 25% of any fill may consist of masonry walls, concrete pieces, rocks or stones no larger than 10 inches.

(iii) fill shall be placed in layers not exceeding ten (10) inches in thickness and compacted to 93% of maximum dry density as specified in ASTM D-1557 or 95% of maximum dry density as per ASTM D-698, whichever is applicable.
(RDA 00211)

However, the Fourth Amendatory Agreement states that the parcels at issue (Parcels C, D, and E) are all located within "Stage III of the Project Area as such parcels are identified on Exhibit A." As discussed above, "Stage III" of the Project Area appears to be a different area of Eastwick; the area closer to the Clearview Landfill and, more particularly for this Request, the "Residential Areas" as defined in Attachment to EPA's Request, appear to be in "Upper Stage II" of the Project Area.

More recent documents describe the extent of PRA's grading and filling. The August 1982 Eastwick Urban Renewal Plan Review, Policy Paper, Philadelphia City Planning Commission, which was provided along with the City of Philadelphia's August 23, 2001 104(e) response, explains that "The Redevelopment Authority has provided for the installation of more than 15 million cubic yards of fill to make most of the Eastwick redevelopment land buildable." (p. 2 of Policy Paper -- see p. 353 of the City's August 23, 2001 104(e) response).

Additional information that appears to corroborate the EIS statement that "fill materials obtained from the Schuylkill River and Delaware River consisted mainly of silt, solid waste, sand, gravel and topsoil" was provided in the 1990 deposition of Michael R. Arno in the Smalls v. Korman litigation (this litigation was referenced in PRA's 2002 104(e) response to EPA's Question 9). In his deposition, Mr. Arno, the former director of PRA, testified that PRA "had fill dredged from the Delaware River and it was stockpiled in Eastwick and then moved from the stockpile to the locations where it was needed." Arno 3/7/1990 dep., 134:21-24. Mr. Arno believed that this dredging took place "between '59 and '61," before he was employed by PRA. Arno 3/7/1990 dep., 135:9. He stated that the most knowledgeable person about these "hydraulic fill operations" would have been John Morrison, who Mr. Arno knew to be deceased, and Mr. Morrison's assistant, Frank Cona, who Mr. Arno believed worked for "Gaudet Associates" in Philadelphia. Arno 3/7/1990 dep., 135:19-136:5. (Note that Mr. Morrison and Mr. Cona appear to have been engineers working on the project on behalf of the developer and not PRA employees.) Earlier in Mr. Arno's deposition, he also discusses the PRA's general "obligation ... to bring the [Eastwick] area up to city plan grade" by filling it in. Arno 3/1/1990 dep., 82:13-23. The relevant excerpt of Mr. Arno's 1990 deposition is provided along with this response as Attachment C.

Aside from the information provided above, PRA does not have information related to Request 1(a) asking for a complete list of every Residential Property graded by, on behalf of, or under contract with, or at direction of, PRA. Regarding Request 1(b), PRA is not aware of any parties which conducted grading on behalf of, under contract with, or at the direction of PRA. Regarding Request 1(c), PRA has provided (or referenced documents already provided) complete copies of any documents related to grading that may have occurred on what appears to be the area described as the "Residential Areas" in Attachment 1 to EPA's 104(e) Request.

We are attaching the following documents as potentially responsive to this request:

<u>Attachment Number</u>	<u>Description of Attachment</u>
A	1957 Eastwick Urban Renewal Plan
B	Map 9 attached to 1957 Eastwick Urban Renewal Plan
C	Excerpt of deposition of Michael R. Arno, March 1 & 7, 1990, in the <u>Smalls v. Korman</u> litigation

2. *At the time of their development as part of the Eastwick Urban Renewal Plan, did the PRA, or anyone on behalf of, under contract with, or at the direction of the PRA, encounter waste of any sort on any of the Residential Properties? If so, provide the following:*
- a. A complete list of every Residential Property on which such waste was discovered.*
 - b. A description of the nature of the waste for each Residential Property.*
 - c. A detailed description of the sampling of the waste including:*
 - i. The dates on which it was conducted;*
 - ii. The name(s) and contact information of any party(ies) who performed the sampling;*
 - iii. The name(s) and contact information of the lab(s) which conducted any analysis; and*
 - iv. The complete results of that analysis.*
 - d. A detailed explanation of the disposition of the waste (e.g., used as fill in the Residential Properties, used as fill elsewhere, pushed onto the Clearview Landfill, landfilled elsewhere, incinerated, etc.), including:*
 - i. The dates on which such disposition occurred;*
 - ii. The names and contact information [sic] parties who conducted the disposition;*
 - iii. The ultimate location(s) for the disposition of the waste.*
 - e. Complete copies of any documents related to the foregoing.*

Specific Objection to Request 2 and its subparts:

While the PRA conducted some grading and filling operations in the Eastwick Urban Renewal Area, it did not conduct any development of the area and it objects to this question to the extent it suggests otherwise. The PRA condemned properties in the Eastwick Urban Renewal Area and subsequently conveyed some of those properties to various developers who then developed them.

Response:

PRA's response to Request 1 above contains all of the information and documents that PRA can locate related to any waste that may have been encountered as part of PRA's efforts to grade and fill in the Eastwick area. Though the EIS references "an old dump" located beneath some of the residential properties constructed in the Stage I area (EIS, p. 10), as explained above, Stage I does not appear to encompass any of the "Residential Areas" described in Attachment 1 to EPA's 104(e) request. PRA has not found any indication that PRA, or anyone on behalf of PRA, encountered any waste on any of the land described as the "Residential Areas" in Attachment 1 to EPA's 104(e) Request, and PRA has provided all relevant documents in response to Requests 1 and 3.

PRA also references its 2002 104(e) response to Question 2:

Based upon the information obtained to date, between the time it condemned property in 1958 in the Eastwick area until it conveyed property in the area to the City in a September, 1969 indenture (the "Indenture"), the RDA had no knowledge of or reason to know that any hazardous substance was disposed of on, or at the property which the RDA condemned in the Eastwick Project Area in the late 1950s or at the time that the RDA conveyed certain Eastwick property to Philadelphia pursuant to the September 1969 Indenture. Based upon its investigation to date, the RDA did not know or have reason to know that any hazardous substance was disposed of on, or at the area of the Site between the time the RDA condemned property in 1958 in the Eastwick area until it conveyed property in the area to the City in the September, 1969 Indenture.

Other than as set forth elsewhere in this response, the RDA does not presently know what investigations were performed relating to the condemned property, but reserves the right to update and amend this response as and if more information becomes available on this subject.

PRA has not identified any additional information indicating that between the time it condemned property in 1958 in the Eastwick area until it conveyed property to the City in a September, 1969 indenture, PRA was aware of any hazardous substance disposed on the property which the RDA condemned in the Eastwick Project Area, which may include the land described as the "Residential Areas" in Attachment 1 to EPA's 104(e) Request.

3. *Did the PRA or anyone on behalf of, under contract with, or at the direction of PRA bring fill in to any of the Residential Properties? If so provide the following:*
 - a. *A complete list of every Residential Property on which such fill was deposited.*
 - b. *The dates on which such fill was deposited on each Residential Property listed in responses to 3a.*
 - c. *The name(s) and contact information of the source of any fill brought to each Residential Property listed in response to 3a.*
 - d. *A description of the nature of the fill material for each Residential Property.*
 - e. *A detailed description of the sampling of the fill including:*
 - i. *The dates on which it was conducted;*
 - ii. *The name(s) and contact information of any party(ies) who performed the sampling;*
 - iii. *The name(s) and contact information of the lab(s) which conducted any analysis; and*
 - iv. *The complete results of that analysis.*

Response:

PRA's response to Request 1 above contains all of the information and documents that PRA can locate related to any fill provided by PRA or a PRA contractor, or at PRA's direction, of PRA's efforts to grade and fill in the Eastwick area. As explained above, PRA cannot locate information responsive to Requests 3(a) or (b) related to any specific Residential Properties where fill was deposited or specific dates of deposit. In response to Request 3(c) and (d), as PRA stated above in response to Request 1, the most detailed information about the source and nature of fill appears in the EIS: "The fill materials obtained from the Schuylkill River and Delaware River consisted mainly of silt, solid waste, sand, gravel and topsoil." (EIS, p. 10) The EIS also stated that "[i]n the late 1950's, massive amounts of hydraulic fill were pumped from the Schuylkill River bed into the Eastwick Area." PRA also referenced the Fourth Amendatory Agreement of May 19, 1996 which discussed "Good Clean Fill" to be placed on certain parcels which appear to be outside of the area described as the "Residential Areas" in Attachment 1 to EPA's 104(e) Request.

In response to Request 3(e), PRA references a Sept. 22, 1989 Soils Report for the Proposed Residential Development of Eastwick, Philadelphia, Pennsylvania, which is provided here as Attachment D. This Report contains an investigation into the stratigraphy and characteristics of the subsurface materials in an area of proposed development in Eastwick. The Report contains diagrams showing borings at various locations and the depth and type of fill found, including types of fill (i.e. Boring 1 had about 4 feet of "Fill – Dark Gray Fine Sand and Silt (Medium Dense)"). However, it is not possible to determine from this Report the exact locations of the borings, and PRA cannot determine if any of them were located within the area described as the "Residential Areas" described in Attachment 1 to EPA's 104(e) request. This Report is presumably discussing an area undeveloped as of 1989 and discusses the possibility of new fill to be placed in the area as well.

We are attaching the following document as potentially responsive to this request:

<u>Attachment Number</u>	<u>Description of Attachment</u>
D	Soils Report, Proposed Residential Development, Eastwick, Philadelphia, Pennsylvania, Sept. 22, 1989

4. *Provide names and contact information of any current or former PRA employee who might have information about the PRA's ownership or development of the Residential Properties or any activities taken on behalf of, under contract with, or at the direction of the PRA on the Residential Properties.*

Response:

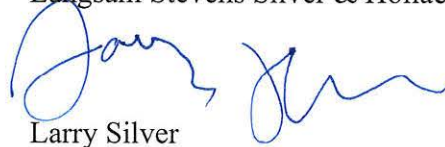
As stated above in response to Request 1, some limited information was provided in the 1990 deposition of Michael R. Arno in the Smalls v. Korman litigation (the relevant excerpt of

which is provided here as Attachment C). In that deposition, Mr. Arno, the former director of PRA, testified that “between ’59 and ’61,” before he was employed by PRA, PRA “had fill dredged from the Delaware River and it was stockpiled in Eastwick and then moved from the stockpile to the locations where it was needed.” Arno 3/7/1990 dep., 134:21-135:9. (Note that Mr. Morrison and Mr. Cona, who are mentioned in Mr. Arno’s deposition, appear to have been engineers working on the project on behalf of the developer and not PRA employees.) Mr. Arno is not a current employee of PRA, and PRA is not aware of his current contact information.

PRA has been unable to locate any additional information regarding current or former PRA employees who might have more information about the PRA’s ownership, development, or activities at the Residential Properties. As explained in PRA’s 2002 104(e) response, “the 104(e) Letter seeks information from over forty (40) years ago, and ... no current employee of the RDA worked for the Authority at that time.”

Please feel free to contact me if you have any additional questions or would like to discuss this matter further.

Sincerely,
Langsam Stevens Silver & Hollaender LLP



Larry Silver

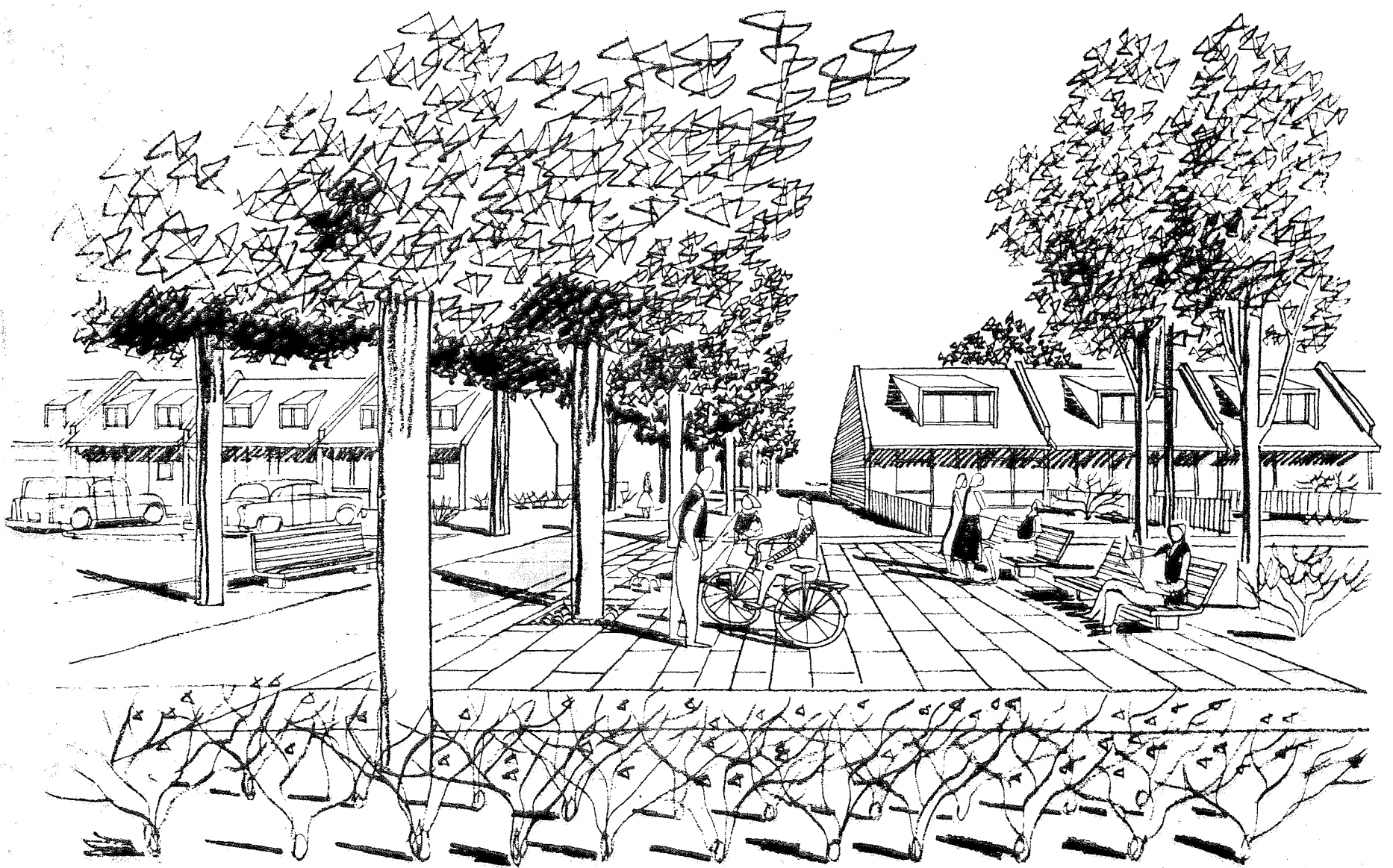
cc: Ryan Harmon (ryan.harmon@pra.phila.gov)

ATTACHMENT A

EASTWICK

URBAN RENEWAL PLAN

REDEVELOPMENT AUTHORITY
OF THE CITY OF PHILADELPHIA



EASTWICK REDEVELOPMENT PROJECT

PRALDCA000001

EASTWICK
URBAN RENEWAL PLAN

EASTWICK REDEVELOPMENT PROJECT

AUGUST 26, 1957
as revised

REDEVELOPMENT AUTHORITY
OF THE
CITY OF PHILADELPHIA

REDEVELOPMENT AUTHORITY
of the
CITY OF PHILADELPHIA

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PROJECT CONSULTANTS

Harris-Dechant Associates, Consulting Engineers
Henry S. Churchill, Planning Consultant
Jack Kendree, Planning Consultant

INTRODUCTION

The Eastwick Urban Renewal Plan area lies in southwest Philadelphia, adjacent to the International Airport and some forty minutes by public transportation from City Hall. It is generally bounded by 58th Street on the northeast, by Essington Avenue on the east, the Industrial Highway on the south and by the Delaware County line, Passyunk and Dicks Avenues to the west and northwest. It is traversed lengthwise by the Chester branch of the Reading Railroad. The Industrial Highway (Essington Avenue) affords direct through highway connection with Wilmington to the south, Center City, the Walt Whitman Bridge, and when constructed, the Delaware Expressway. See Map #1, Location Plan and Traffic Relationship.

The purpose of the redevelopment is to remove the blighting elements which have prevented this area from developing as a normal part of the City. Many of the dwellings in the area are sub-standard. Considerable portions of the project area are not built up; improvements in the form of sewers, drainage, and other facilities are minimal or inadequate and a great many of the vacant parcels are tax delinquent.

It is proposed to clear, fill and drain this area and provide basic public utilities so that the land may be developed for residential, commercial and industrial uses with adequate community facilities for the anticipated population. The Urban Renewal Plan sets forth these proposed land uses, and the controls which will regulate the manner of developing the area. By the carrying out of this Plan, the area will become a safe and desirable place to live and work. The Plan has been designed to provide especially for a maximum of privacy for living, accessibility of shopping and recreation areas, and safety for school children.

As approved by Board Resolution No. 1442, dated June 7, 1957, of the Redevelopment Authority of the City of Philadelphia, this project is being undertaken with the assistance of the Housing and Home Finance Agency, Urban Renewal Administration, pursuant to the Federal Housing Act of 1954, as amended, and the Commonwealth of Pennsylvania Urban Redevelopment Law of 1945, P. L. 991, as amended.

A. DESCRIPTION OF THE PARTS CONSTITUTING THE URBAN RENEWAL PLAN

PAGE

A list of the parts of the Urban Renewal Plan is as follows:

A.	Description of the Parts Constituting the Urban Renewal Plan	1
B.	Description of Urban Renewal Area	3
C.	Urban Renewal Project Activities Proposed	4
D.	Execution of Urban Renewal Plan	4
E.	Planning and Project Improvement Proposals	4
F.	Rehabilitation of Structures	5
G.	Land Acquisition, Demolition and Clearance	7
H.	Regulations and Controls	8
I.	Conformity to General Plan and Workable Program	17
J.	Official Actions to Carry out Plan	17
K.	Changes in Approved Plans	18

EXHIBITS

	<u>Title</u>
a.	Eastwick Urban Renewal Area Legal Description
Map No.	
1.	Location Plan & Traffic Relationship
2.	Project Area Boundary
3.	Street and Highway Adjustments Plan - based on existing street plan
4.	Street and Highway Adjustments Plan - based on proposed street plan
5.	Existing Zoning
5-A.	Zoning Plan
6.	Project Area Plan
7.	Sanitary & Storm Sewer Plan
8.	Water & Other Utilities Plan
9.	Major Grading & Special Site Improvement Plan
10.	Project Boundary
Table 1	Residential Regulations and Controls
Table 2	Industrial Area Controls
Table 3	Industrial Off-Street Parking Space

B. DESCRIPTION OF URBAN RENEWAL AREA

1. Map

Map No. 2, Project Area Boundary, indicates the general boundaries of the Urban Renewal Area, the Slum Clearance and Redevelopment Section, and the Rehabilitation and Conservation Section.

2. Boundary Description

a. Urban Renewal Area 2535 11

All those certain lots or pieces of ground situated in the 40th Ward of the City of Philadelphia, Pennsylvania, beginning at the point of intersection of the west side of Lindbergh Boulevard with the north side of 58th Street; thence east to the center line of the Philadelphia-Chester Branch of the Reading Railroad; thence south along the center line to the center line of the 60th Street Branch of the Pennsylvania Railroad; thence southeast and south along the Pennsylvania center line to the southeast side of Passyunk Avenue; thence southwest on Passyunk Avenue to the southeast side of Essington Avenue; thence south on Essington Avenue to the intersection of Essington Avenue with the south property line of Gulf Oil Corporation; thence southeast approximately on this property line to the intersection of said line with a line approximately 500 feet from and parallel to the Penrose Avenue Bridge; thence northeast along said parallel line to the pierhead and bulkhead line of the Schuylkill River; thence southeast along said line to the center line of Penrose Avenue Bridge; thence south along the same and the southeast side of Penrose Avenue to Essington Avenue; thence southwest along Essington Avenue to the Delaware County line; thence northeast approximately 1,800 feet along the Reading Railroad to a point; thence along an irregular line to the northeastern right-of-way of the Gulf Oil pipeline; thence west and north along said right-of-way to Darby Creek; thence along the low water line of Darby Creek on the Philadelphia side to 84th Street; thence along the County line to a point on Cobbs Creek near 78th Street; thence along the low water line of Cobbs Creek on the Philadelphia side; thence along the center line of Cobbs Creek to the northwest boundary of the right-of-way of the Pennsylvania Railroad; thence northeast on same to the northeast side of Island Avenue; thence along same to northwest side of Passyunk Avenue; thence along same to the northwest side of Dicks Avenue; thence along same to the west side of Lindbergh Boulevard; thence along same to the place of beginning, containing 2,506 acres more or less and as shown on Map No. 2 entitled Project Area Boundary and as described in detail in the legal description entitled Exhibit a, and Map No. 10 entitled Project Boundary.

b. Slum Clearance and Redevelopment Section 2531 1000

All those certain lots or pieces of ground situated in the 40th Ward of the City of Philadelphia, Pennsylvania, beginning at the point of intersection of the west side of Lindbergh Boulevard with the north side of 58th Street; thence east to the center line of the Philadelphia-Chester Branch of the Reading Railroad; thence south along the center line of the 60th Street Branch of the Pennsylvania Railroad; thence southeast and south along the Pennsylvania Railroad center line to the southeast side of Passyunk Avenue; thence southwest on Passyunk Avenue to the southeast side of Essington Avenue; thence south on Essington Avenue to the intersection of Essington Avenue with the south property line of Gulf Oil Corporation; thence southeast approximately on this property line to the intersection of said line with a line approximately 500 feet from and parallel to the Penrose Avenue Bridge; thence northeast along said parallel line to the pierhead and bulkhead line of the Schuylkill River; thence southeast along said line to the center line of Penrose Avenue Bridge; thence south along the same and the southeast side of Penrose Avenue to Essington Avenue; thence southwest along Essington Avenue to the Delaware County line; thence west along the County line to the Reading Railroad; thence northeast approximately 1,800 feet along the Reading Railroad to a point; thence along an irregular line to the northeastern right-of-way of the Gulf Oil pipeline; thence west and north along said right-of-way to Darby Creek; thence along the low water line of Darby Creek on the Philadelphia side to 84th Street; thence along the County line to a point on Cobbs Creek near 78th Street; thence along the low water line of Cobbs Creek on the Philadelphia side to 77th Street; thence east along the north side of 77th Street to the west side of Buist Avenue; thence north along same to the

north side of 74th Street; thence east along same to the northwest side of Dicks Avenue; thence northeast along same to the northeast side of 73rd Street; thence southeast along same to the northwest side of Grovers Avenue; thence northeast along same to the south property line of the Glenorr Subdivision; thence east along same to the west side of Eastwick Avenue; thence north along same to the south side of 61st Street; thence west along same to the west side of Lindbergh Boulevard; thence north along same to the place of beginning; containing 2,291 acres more or less and as shown on Map No. 2 entitled Project Area Boundary.

c. Rehabilitation and Conservation Section 215 acres

All those certain lots or pieces of ground situated in the 40th Ward of the City of Philadelphia, Pennsylvania, beginning at the point of intersection of the west side of Lindbergh Boulevard with the south side of 61st Street; thence east to the west side of Eastwick Avenue; thence south along same to the south property line of the Glenorr Subdivision; thence west along same to the northwest side of Grovers Avenue; thence southwest along same to the northeast side of 73rd Street; thence northwest along same to the northwest side of Dicks Avenue; thence southwest along same to the north side of 74th Street; thence west along same to the west side of Buist Avenue; thence south along same to the north side of 77th Street; thence west along same to the low water line of Cobbs Creek; thence along the low water line of Cobbs Creek on the Philadelphia side; thence along the center line of Cobbs Creek to the northwest boundary of the right-of-way of the Pennsylvania Railroad; thence northeast on same to the northeast side of Island Avenue; thence along same to the northwest side of Passyunk Avenue; thence along same to the northwest side of Dicks Avenue; thence along same to the west side of Lindbergh Boulevard; thence along same to the place of beginning, containing 215 acres more or less and as shown on Map No. 2 entitled Project Area Boundary.

C. URBAN RENEWAL PROJECT ACTIVITIES PROPOSED

The types of project activity proposed for the Eastwick Urban Renewal Area consist of Slum Clearance and Redevelopment and Rehabilitation or Conservation, each in a substantial portion of the Urban Renewal Area.

D. EXECUTION OF URBAN RENEWAL PLAN

The Redevelopment Authority of the City of Philadelphia has the responsibility for carrying out this Urban Renewal Plan.

The following city agencies have legal authority to carry out the code enforcement activities:

The Building Code	-	Department of Licenses and Inspections
The Housing Code	-	Department of Licenses and Inspections
The Fire Code	-	Fire Department
The Health Code	-	Department of Public Health
The Plumbing Code	-	Department of Licenses and Inspections
The Traffic Code	-	Police Department
The Zoning Code	-	Department of Licenses and Inspections
and Planning Code	-	and City Planning Commission
The National Electrical Code	-	Electrical Branch, Department of Public Property

E. PLANNING AND PROJECT IMPROVEMENT PROPOSALS

Provision is made for a rational distribution of major land uses, a street layout which will be of maximum service to the new areas, and a statement of regulations and controls necessary to carry out the Urban Renewal Plan as conceived.

1. Project Area Plan

Map No. 6 entitled Project Area Plan is included in the Urban Renewal Plan. It shows the street system and proposed land use types within the following categories:

- a. Residential Areas
- b. Commercial Areas
- c. Industrial Areas
- d. Public and Semi-public Uses

2. Zoning Plan

Map No. 5 A entitled Zoning Plan divides the area into appropriate zoning districts.

3. Street and Highway Adjustments Plan

The Street and Highway Adjustments Plan consists of Maps No. 3 and No. 4, showing the existing and proposed street layouts in relation to each other. Map No. 3 uses the existing mapped streets as a base. Map No. 4 uses the proposed mapped streets as a base. Map No. 4 also shows easements and rights-of-way.

The proposed major street layout connects Eastwick to the surrounding area. The minor street network may be modified as sub-division is carried out and as needs of individual redevelopers are taken into account.

4. Public Utilities Plan

The Public Utilities Plan consists of the following drawings which are incorporated in this Urban Renewal Plan.

Map No. 7 - Sanitary and Storm Sewer Plan

Map No. 8 - Water and Other Utilities Plan

5. Special Grading, Drainage, and Filling

Map No. 9 entitled Major Grading and Special Site Improvements Plan, shows the proposed street system in relation to the general cut and fill requirements for the area.

F. REHABILITATION OF STRUCTURES

1. Extent

The Redevelopment Authority will undertake a program to encourage improvement, as needed, of the structures which are within the boundaries of the Eastwick Project but are not to be acquired by the Authority. The majority of these structures lie within the boundary of the Rehabilitation and Conservation Section. However a sizeable number of properties not to be acquired in the Slum Clearance and Redevelopment Section will also be subject to the rehabilitation and conservation program. These properties are identified on Map No. 2 entitled Project Area Boundary.

Preliminary studies have also indicated many houses which are structurally sound, but which must be removed from their present locations in the Slum Clearance and Redevelopment Section. Final determination as to whether these structures can be relocated to other parts of the Project Area awaits detailed engineering studies. The standards to be followed in determining the advisability of moving structures will be marketability, economic feasibility and quality of construction. Project buildings to be relocated on off-site locations within the City of Philadelphia shall be in an area zoned residential and shall have adequate lot size, utilities and community facilities.

All portions of the Rehabilitation and Conservation Section which are not specifically excepted from acquisition on Map No. 2 entitled Project Area Boundary Map are to be acquired.

2. Methods to Be Employed in Achieving Rehabilitation

The methods to be employed in achieving rehabilitation will consist of voluntary action by property owners, code enforcement, rehabilitation of certain acquired structures by private purchasers, special F.H.A. financing aids and the provision of additional public utilities and community facilities.

The conservation and rehabilitation program along with such related activities as relocation and property management, will be administered by Redevelopment Authority personnel with knowledge and experience in such fields as community organization, finance, architecture, landscape architecture, interior design and decoration.

3. Project Standards

The project standards established by this Urban Renewal Plan to achieve the objective of rehabilitation are as follows:

a. Health and Safety Objective

- i. Sanitary objectives must be attained which eliminate conditions causing disease or which are otherwise detrimental to the health of residents and other persons.
 - (a) All facilities necessary for providing adequate heat, lighting, plumbing and general sanitation must be properly installed and maintained in good working condition.
 - (b) Structural and environmental conditions to provide adequate space for occupants and healthy living conditions must be attained.
- ii. Safety objectives providing against failures which might cause injury to persons or damage adjacent buildings must be attained. To assure this:
 - (a) Potential fire hazards must be eliminated.
 - (b) Unsafe yard conditions must be eliminated.
 - (c) The exterior and interior of structures and buildings and all facilities must provide maximum safety.

b. Standards for Rehabilitation of Structures.

Structures and buildings within the rehabilitation area shall be rehabilitated by their owners, subject to the following standards:

i. Facilities

- (a) Heat: Every dwelling unit shall be supplied with heating facilities capable of consistently providing adequate heat to all habitable rooms. All heating equipment shall be safe from fire hazards and shall be maintained in proper working condition.
- (b) Lighting: Every dwelling unit shall be provided with a sufficient number of electrical outlets in each room, capable of safely providing adequate electric circuits.

Every kitchen area shall be provided with a separate circuit of sufficient strength to carry required voltage. All public halls and stairways in multiple dwellings shall be adequately and safely lighted.

- (c) Plumbing: Every dwelling unit shall contain a bathroom containing a flush water closet, a lavatory basin and a bathtub or shower in good working condition, properly connected to sewer systems and with adequate water pressure.
- (d) Hot Water: Every dwelling unit shall be provided with adequate water heating facilities in good working condition properly connected to the bathroom and kitchen facilities.
- (e) Kitchens: Every dwelling unit shall contain space for dry and refrigerated food storage and for a stove or other cooking facilities. Every dwelling unit shall provide an installed kitchen sink in good working condition.

ii. Structural Maintenance Standards

- (a) Each structure containing a dwelling shall have access to a public street.
- (b) Each dwelling unit within a structure shall be provided with safe and unobstructed means of egress.

- (c) Adequate daylight and ventilation must be provided for each habitable room and each room shall have at least one window which can easily be opened; and each bathroom shall be ventilated properly either by a window or an approved mechanical ventilator.
- (d) All inside and outside stairways, rails and porches shall be safely constructed and kept in good repair.
- (e) All walls, ceilings, woodwork, doors and windows shall be kept clean and free of flaking or peeling paint; and all rain water shall be drained so that every dwelling unit shall be kept free of dampness.
- (f) All exterior wood surfaces shall be protected from the elements against decay by paint or other protective coating.

iii. Space and Use Standards

- (a) Every dwelling unit shall contain at least 150 square feet for the first inhabitant and at least 100 square feet for each additional inhabitant to prevent overcrowding.
- (b) Every sleeping room within a dwelling unit shall contain at least 70 square feet for the first inhabitant and when occupied by more than one inhabitant at least 50 square feet for each inhabitant.
- (c) Each bedroom within a dwelling unit containing two or more bedrooms shall have access to a bathroom without passing through another bedroom; and the room arrangement shall provide access to a bedroom without passing through another bedroom or a bathroom.
- (d) Every basement used as a dwelling unit shall be free from dampness and shall provide adequate window space located entirely above ground level.

iv. General Sanitary Standards

- (a) Every dwelling unit shall be provided with adequate garbage and rubbish disposal facilities.
- (b) Every structure and yard shall be kept free of rodents and insects.
- (c) Every yard shall be kept free of litter and rubbish.

v. Prohibited Uses

No building within the rehabilitation area shall be dilapidated, decayed, unsanitary, dangerous, unsafe, damaged or vermin-infested so that it creates a hazard to the health or safety of the occupants or the general public.

c. Specific Standards

For the specific standards to be applied, see the Code of General Ordinances of the City of Philadelphia subject to additional controls outlined in section H.

4. Laws, Codes, Regulations

The Code of General Ordinances of the City of Philadelphia dated February 29, 1956 as amended and the National Electrical Code will be enforced in the area as minimum standards. Included as major sections in the Code of General Ordinances are: the Building Code, the Housing Code, the Fire Code, the Health Code, the Plumbing Code, the Traffic Code and the Zoning and Planning Code.

G. LAND ACQUISITION, DEMOLITION, AND CLEARANCE

1. All properties in the Slum Clearance and Redevelopment Section are to be acquired through eminent domain, donation, negotiation or otherwise, with the exception of those properties identified on Map No. 2, Project Area Boundary, dated August 26, 1957. Demolition or relocation of structures and site clearance of properties to be acquired is necessary to prepare the area for utility extension and installation and new construction.

2. No properties in the Rehabilitation and Conservation Section are to be condemned except those properties not specifically excepted from acquisition as identified on Map No. 2, Project Area Boundary. Demolition and site clearance of the properties to be acquired is necessary to prepare the area for extension and installation of utilities and new construction.
3. Properties not to be acquired, because the uses therein are consistent with the proposed redevelopment of the area, will be subject to the redevelopment controls and rehabilitation standards contained in this Urban Renewal Plan. In the event the owners of such properties refuse, or are unable to redevelop or to rehabilitate their properties to the extent necessary to comply with these redevelopment controls and rehabilitation standards, the Redevelopment Authority of the City of Philadelphia may condemn such properties or such interest in them as may be necessary to carry out effectively the urban renewal objectives of this Plan.
4. Structures which have been acquired by the Redevelopment Authority may be relocated on site provided engineering studies made during project operations substantiate that it is economically feasible to up-grade such structures in accordance with the standards for rehabilitation as set forth herein.

H. REGULATION AND CONTROLS

In order to achieve the objectives of this Urban Renewal Plan, the redevelopment, rehabilitation, or conservation, and use of the land constituting the Project Area will be made subject to the regulations and controls specified in this Section H, notwithstanding the provisions of any zoning ordinance or regulation now or hereinafter in force. Map No. 5A entitled Zoning Plan refers to the Philadelphia Zoning Ordinance as contained in the Philadelphia Code of General Ordinances dated February 29, 1956 and will establish the Zoning Controls in the Project Area.

The provisions of this Plan specifying the land uses for the Project Area and the requirements and restrictions with respect thereto shall be in effect for a period of not less than twenty-five (25) years following the date of approval of the Plan by the City Council.

1. Controls for Properties to be Acquired

Plan - 12/16/57
Proposal 5/26/58

a. General Provisions

- i. The regulations and controls in this Section H-1 will be implemented where applicable by appropriate covenants or other provisions in the agreements for land disposition and conveyance executed pursuant thereto.
- ii. The Redeveloper shall devote the land to the uses specified in this Urban Renewal Plan and to no other uses.
- iii. The Redeveloper shall begin and complete the development of the land for the uses required in the Plan and the construction of the improvements agreed upon in the disposition contract within a reasonable time as determined in the said contract between the Redevelopment Authority and the Redeveloper.
- iv. The Redeveloper shall agree to retain the interest he acquires in the property purchased by him prior to the completion of the improvements thereon pursuant to this Plan and the disposition contract. He shall further agree not to resell, lease or otherwise transfer the interest he acquires or any part thereof, without the prior written consent of the Redevelopment Authority, and then only if the Redevelopment Authority shall have certified in writing that the Redeveloper has completed the part of the development to be sold, leased or otherwise transferred, provided, however, that the Redevelopment Authority in its discretion may give prior approval to the sale or lease of any individual housing units as completed in the ordinary course of business, and further provided that such sale or lease shall be subject to the requirement that land will continue during the life of the Plan to be devoted to the uses specified therein.
- v. No covenant, agreement, lease conveyance or other instrument shall be effected by the Redevelopment Authority or the Redeveloper or any of his successors or assigns, whereby the site or any part thereof is restricted by the Authority, the Redeveloper or successors in interest, upon the basis of race, creed, color or national origin in the sale, lease, use or occupancy thereof. Appropriate covenants running with the land forever, which will prohibit such restrictions, shall be included in the disposition instruments.

b. Residential Areas

- i. Permitted uses in the residential areas shown on Map No. 6 Project Area Plan shall be single-family detached, semi-detached and attached dwellings, multi-family apartments, churches, parks, streets, alleys, drives, private garages and space for off-street parking. In addition, private clubs, lodges and schools (except music and dancing schools) may be permitted with specific approval of the Redevelopment Authority.
- ii. A Redeveloper who agrees to develop a section of the project area of sufficient acreage so that it may be defined as a planning unit, such as a section bounded entirely by major streets, may exercise the option of preparing alternative project area and zoning plans for such a section. Alternative plans shall be limited to changes in areas devoted only to residential, local, commercial, institutional, and park and playground uses which retain substantially the quantitative relationship of those types of uses shown in the Plan. Such alternative plans shall be developed in cooperation with the City Planning Commission and the Redevelopment Authority and in accordance with applicable regulations and controls as specified in Section H.

Alternative plans effecting substantial changes in any portion of the Urban Renewal Plan will be subject to Section K, Changes in Approved Plan.

- iii. The major street system is fixed in location as shown on Map No. 9 Major Grading and Special Site Improvement Plan. The minor street network may be modified upon agreement between the Redeveloper and the Redevelopment Authority. Minor street right-of-way widths shall conform to the "Philadelphia Subdivision Ordinance" as contained in Sections 14-2101 to 14-2109 of the Philadelphia Code of General Ordinances, February 29, 1956. No rear alley or service drives, however, shall be permitted with a paved width of less than 20 feet.
- iv. Regulations and controls with respect to lot widths and areas, building intensities, densities, lot coverage, set-backs and side yards are set forth in Table 1 on the following page.
- v. The Redeveloper shall provide off-street parking space at a ratio of not less than one space for each dwelling unit. In calculating the number of spaces in a given area 200 square feet shall be allowed per car excluding access aisles and driveways and any related service areas.

c. Commercial Areas

- i. Permitted land and building uses in the commercial areas shown on the Project Area Plan, Map No. 6, shall be those appropriate for the selling of merchandising services incidental to the sale of goods, providing personal services to individuals and businesses, and providing medical, legal and other professional services, community center and civic purposes, service drives and space for off-street parking, all as specifically set forth below under each type of commercial area provided by this Plan.

(a) Major Shopping Center. The permitted land uses and buildings shall be those appropriate for:

- (1) Antiques, bakery, books, camera, confectionery, cosmetics, delicatessen, department store, draperies, drugs, dry goods, electric and radio, florist, furniture, gifts, grocery, hardware, hobby and handicraft, household appliances, jewelry (and watch repair), liquor, meat market, music store or studio, news stand, office supplies, paint and wallpaper, printing, shoes, sporting goods, stationery, variety (5-and-10-cent store), wearing apparel, fruits and vegetables, and sea food;
- (2) Barber, beauty shop, bowling alley, children's nursery, dry cleaner, laundry and dry cleaning pick-up station, library, photographer, post office, self-service laundry, shoe repair, tailor shop, upholstery;
- (3) Automobile sales, service, and repair, except body and fender work;

TABLE 1

RESIDENTIAL REGULATIONS AND CONTROLS

	Single Family Detached Dwelling	Single Family Semi-Detached Dwelling	Single Family Attached Dwelling	Multi-Family Garden Apt.	Multi-Family High-Rise Apts.
Minimum Lot Width	50'	26'*	16'* 18'	--	--
Minimum Lot Area – Square Feet	5,000	2,250*	1,440* 1,620	15,000	15,000
Maximum Building Density (1)	.30	.65*	.95* .80	.7	1.5
Maximum Lot Coverage	30%	35%*	45%* 35%	30%	20%
Minimum Set-back	(2) 35' from all lines front yard	(2)*	(2)* (2)	--	--
Minimum Distance between buildings (side yard)	(2) side yards per 6.13	(2)*	-- --	--	--
Maximum Gross Density (3)	--	--	-- --	35	60

(1) Floor area ratio – ratio of total area of all floors (except basements and unenclosed porches) to lot area.

(2) These items will be evaluated on the basis of actual proposals at the time of development.

(3) Number of dwelling units divided by the gross land acreage measured up to the center line of abutting street (but not including area more than 30 feet from the property line).

* These standards are permitted when block development includes common or public open space as approved by the Redevelopment Authority and City Planning Commission.

- (4) Business or professional office, financial institution or agency, school, club, lodge, or studio;
 - (5) Indoor theatre;
 - (6) Restaurant, cafe, bar, or soda fountain;
 - (7) A use of the same general character as (1) through (6) above when approved by the Redevelopment Authority;
 - (8) Accessory uses customarily incidental to any permitted use.
- (b) Neighborhood Shopping Center. The permitted land uses and buildings shall be those appropriate for:
- (1) Any local retail business or service establishment which supplies commodities or performs the following services primarily for residents of the surrounding neighborhood: hardware store, shoe repair shop, dry goods store, jewelry store, grocery store, meat market, delicatessen, bakery or confectionery, drug store, wearing apparel or tailor shop, personal service shop, clothes cleaning or laundry pick-up station;
 - (2) Automobile service and repair, except body and fender work;
 - (3) Business or professional office, financial institution or agency, club, lodge or studio;
 - (4) Indoor theatre;
 - (5) Restaurant, cafe, bar, or soda fountain;
 - (6) A use of the same general Character as (1) through (5) above when approved by the Redevelopment Authority.
 - (7) Accessory uses customarily incidental to any permitted use.
- (c) Local Commercial. Buildings in local commercial areas shall not in any instance provide more than 4,000 square feet of gross floor area. The permitted land uses and buildings shall be those appropriate for:
- (1) Any local retail business or service establishment which supplies commodities or performs the following services primarily for residents of the surrounding neighborhood: grocery store, meat market, delicatessen, drug store;
 - (2) Business or Professional office;
 - (3) A use of the same general character as (1) or (2) above when approved by the Redevelopment Authority.
- ii. Height. No building or structure in the Major Shopping Center or in the Neighborhood Shopping Center shall exceed 45 feet in height; no building in the Local Commercial Areas shall exceed 35 feet in height. Signs, pylons, and other similar construction will not be considered part of this limitation.
- iii. Setbacks. In all commercial areas no building shall be erected nearer to the street line than the building setback line in the residential district on the same street frontage. In the Major Shopping Center and in the Neighborhood Shopping Centers buildings may be erected without providing an additional setback with approval of the Redevelopment Authority.
- iv. Signs. An exterior sign is permitted only if it advertises a permitted use on the premises, and if attached flat against the wall of the building, or to the face of a marquee, or above the roof but not projecting beyond the line of building walls and, when in the neighborhood areas, does not face the side lot line of an adjoining lot which is in any residential district.

- v. **Parking.** Off-street parking space shall be provided on the surface of the lot or within a structure on the lot at the time of erection of any main building. Each off-street parking shall have an area of not less than 200 square feet, exclusive of access drives or aisles. The total minimum parking area required, including access drives or aisles, shall be as computed from the following ratios:

<u>Type of Commercial Area</u>	<u>Ratio of Parking Area to Gross Floor Area</u>
Major Shopping Area	4 square feet to 1.
Neighborhood Shopping Area	3 square feet to 1.
Local Commercial	1/2 square foot to 1.*

* Recessed parking may be substituted for off-street parking as approved by the Redevelopment Authority and the City Planning Commission.

Screen planting shall be provided around parking areas as required by the Authority.

- vi. **Loading.** At the time of erection of any main building minimum off-street loading and unloading space with at least 14 feet of vertical clearance shall be provided, either within or outside the building, in accordance with the following schedule:

<u>Gross Floor Area of Establishment</u>	<u>Required No. & Berth Size</u>
5,000 to 10,000 square feet	1 - (10 feet x 25 feet)
10,000 to 25,000 square feet	2 - (10 feet x 25 feet)
25,000 to 40,000 square feet	2 - (10 feet x 50 feet)
40,000 to 100,000 square feet	3 - (10 feet x 50 feet)
100,000 to 250,000 square feet	4 - (10 feet x 50 feet)

For each additional 200,000 square feet above 250,000 square feet of gross floor area, add one berth at 10 feet x 50 feet.

d. **Industrial Areas**

- i. Permitted land area and buildings in the industrial areas shown in the Project Area Plan, Map No. 6, shall be those appropriate for: manufacturing or sale of products or services, including fabrication, processing, assembling, trans-shipping or other handling of products; the display or sale of bulk products or services or the repair or renovation of goods; the storage of products, other than scrap metal, junk or used cars; research activities, and, service drives and space for off-street parking and loading; all as specifically set forth below under each type of industrial area provided by this Plan.

Notwithstanding any other provision of this Plan, land in the industrial areas shall not be disposed of for any of the following uses: any residential use (except caretakers' quarters); clubs or educational, religious, philanthropic or other institutional uses, hotels or motels, sale of perishable goods, cemeter-ies; amusement uses, including bowling alleys, theaters or taverns; adver-tising signs, other than those concerning goods or services that are produced on or identified with the premises.

In addition to those uses specifically prohibited in the preceding paragraph, the following uses prohibited in the limited industrial district and general industrial district of Title 14 "Zoning and Planning", as contained in the Philadelphia Code of General Ordinances, February 29, 1956, shall also be prohibited in the respective industrial districts as shown in the Project Area Plan, Map No. 6:

Limited Industrial - Uses Prohibited.

Kilns fired except by oil, gas, or electricity, and any individual kilns with a capacity exceeding 200 cubic feet.

Blast or Reverberating furnaces or foundries.

Punch or stamping presses over 20 tons rated capacity.

Drop Hammers.

General Industrial - Uses Prohibited.

Storage of junk, scrap metal, rags, waste paper or rubber storing and baling, and auto car junk.

Dwellings, except such as are for the residence of a caretaker, watchman, or custodian on the same lot with the principal use to which it is accessory and are located at least 10 feet from any other building.

Hotels

Libraries, art galleries, and public museums.

Hospitals, sanitarium, and eleemosynary and public welfare institutions.

Any use designated for a district having less restrictive regulations; but the provisions of this subsection shall not be construed to prevent the City of Philadelphia, or the School District of Philadelphia from acquiring or using land or buildings erected on any lot of ground in this district which may be deemed by constituted authority to be necessary for the proper performance of municipal or governmental duties imposed upon any of them by law.

Furthermore, no part of the area shall be used for any use which in the determination of the Redevelopment Authority will cause any objectionable noise, odor, vibration, dust, toxic or noxious material, glare, or heat which would create a nuisance or which would create or tend to create a public hazard.

(a) Limited Industrial Areas

The permitted land uses and buildings shall be those appropriate for:

- (1) Central heating plant;
- (2) Cinema, radio, and television production;
- (3) Distribution plants, parcel delivery, cold storage plants, bottling plants, and food commissaries;
- (4) Electric transforming sub-stations, rail freight station, or other necessary public service uses;
- (5) Laboratories, experimental, manufacturing, and research;
- (6) Manufacture, compounding, processing, packaging or treatment of such products as bakery goods, candy, cosmetics, dairy products, drugs, perfumes, pharmaceuticals, toiletries, and food products; but the following uses shall not be permitted:
 1. Manufacture of sauerkraut, vinegar, or yeast;
 2. Refining or rendering of fats, bones, or oils;
 3. Roasting of coffee, spices, or soy beans;
 4. Milling of flour;
 5. Drying, smoking, pickling, preserving or curing meats or fish.
- (7) Manufacture, compounding, assembly, or treatment of articles or merchandise, from the following previously prepared materials: bone, cellophane, canvas, cloth, cork, rope, cord, and twine, plastics, natural and synthetic rubber, feathers, felt, fibre, fur, glass, hair, horn, leather, paper, plaster, metals, precious or semi-precious stones, shell, tobacco, textiles, wood (excluding planing mill), yarns;

- (8) Manufacture and assembly of electrical or electronic devices, home, commercial and industrial appliances and instruments; including the manufacture of accessory parts or assemblies;
- (9) Manufacture of musical instruments, toys, novelties, and metal stamps;
- (10) Offices and office record storage;
- (11) Parking garage, for pleasure or commercial vehicles;
- (12) Printing, publishing, lithographing, binding, and kindred arts;
- (13) Storage buildings and warehouses.

(b) General Industrial Areas

The permitted land uses and buildings shall be those appropriate for:

- (1) Aircraft and parts, manufacturing and assembling;
- (2) Artisans' or craftsmen's work or trades;
- (3) Buffing, polishing, finishing, plating, galvanizing, sherardizing, tempering, annealing, hardening, other than by processes or operations which emit odor or noise of a noxious or injurious nature;
- (4) Brewing and distilling;
- (5) Carpet cleaning, provided no dust is permitted to escape from the building.
- (6) Cinema production and development;
- (7) Cigar, cigarette, or tobacco factories;
- (8) Electric batteries (dry or wet) and electrical supplies;
- (9) Engine, boiler, and machinery manufacturing;
- (10) Food products, confection manufacturing or baking, beverages or bottling, canning and packing, drying, smoking, pickling, preserving or curing meats, fish, fruits, or vegetables;
- (11) Furniture, upholstery, beds, or bedding manufacturing;
- (12) Glass manufacturing, clay, terra cotta or cement products or decorating, provided no kiln is fired except by oil, gas, or electricity, and no individual kiln capacity exceeds 200 cubic feet;
- (13) Gas storage (illuminating);
- (14) Gun, firearm, and weapon manufacturing;
- (15) Hardware, cutlery, and tool manufacturing;
- (16) Laundry (steam);
- (17) Leather goods manufacturing, excluding tanning and finishing;
- (18) Lumber sawing, planing, dressing or shaping, millwork, or carpenter's repair shop;
- (19) Machine, wagon, or auto repair shop;
- (20) Manufacture of goods or merchandise;
- (21) Mechanical devices and machines;
- (22) Metal devices and products (fabricated);

- (23) Ore and metal smelting, casting and working, assembling, planing, shaping, bending, grinding, pressing, soldering, welding, riveting, rolling, and forging. (No blast furnaces allowed in this district).
- (24) Painting, enameling, japanning, lacquering, oiling, staining, or varnishing shop;
- (25) Paper, cardboard, or paper box or receptacle manufacturing;
- (26) Pharmaceutical products, toilet preparations, patent or proprietary medicines, or baking powder manufacturing, provided, no toxic or corrosive fumes, offensive odors, or dust are permitted to escape from the building;
- (27) Piano, organ, and musical instrument manufacturing;
- (28) Plumbing, heating, roofing and materials;
- (29) Public garage, gasoline, petrol, and oil service stations;
- (30) Public service heat, light, or power plant;
- (31) Rope, cord, and twine manufacturing;
- (32) Scientific instrument and apparatus manufacturing;
- (33) Ship and boat building;
- (34) Soda water and soft drink manufacturing;
- (35) Spinning or weaving, yarns or textiles;
- (36) Trunk and sample case manufacturing;
- (37) Wagon, carriage, truck, or automobile or parts manufacturing.

- ii. Industrial Area Controls. The controls contained in the following table will apply to the respective districts.

TABLE 2. Industrial Area Controls

	Limited Industrial	General Industrial
Coverage	40%	60%
Yards - Front	50'*	50'*
Side	12'*	10'*
Rear	12'*	10'*
Floor Area Ratio	1.5	1.5

* No building shall be erected closer than 75 feet to the right-of-way lines of Essington Avenue (Industrial Highway), Island Avenue, Lindbergh Boulevard, or any street separating industrial and residential uses.

- iii. Loading: Off-street loading and unloading facilities will be required in accordance with the floor area of buildings. The minimum size of a loading berth shall be 10 feet wide, 50 feet long, and shall have a vertical clearance of not less than 14 feet.

The following schedule of required berths will apply:

<u>Square feet of floor area</u>	<u>Required berths</u>
up to 20,000	1
20,000 to 80,000	2
80,000 to 150,000	3
150,000 to 240,000	4

For each additional 100,000 square feet or fraction thereof add one (1) berth.

- iv. Off-street parking space must be provided at the ratio of not less than one parking space for every six employees on the premises at the peak shift, or, where the number of employees cannot be estimated parking spaces must be provided as called for in the following table:

TABLE 3. Industrial Off-Street Parking Space

<u>Type of Use</u>	<u>Minimum Number of Parking Spaces Per 4,000 Square Feet of Floor Area</u>
Manufacturing	2
Storage	1
Retail or Other	4

Each off-street parking stall in open-air parking shall have an area of not less than 200 square feet exclusive of access drives or aisles. Open-air lots must be surfaced with dustless material drained and maintained in usable condition at all times.

When the parking area requirement is to be met by the use of enclosed parking, 160 square feet, exclusive of passageways and driveways, will be considered one space.

- v. Location of loading and parking facilities. All such loading and parking facilities shall be placed within the private property lines and shall be located to the rear of the front set-back line.
- vi. Storage of raw materials. No unenclosed storage of raw materials shall be permitted. Finished and partly finished products may be stored behind properly maintained and adequate enclosures.
- vii. Minimum size of industrial tract. No plot for industrial use shall be smaller than three (3) acres.
- viii. Landscaping. A planting strip of trees or shrubs at least 25 feet in depth shall be placed and maintained by the industrial redeveloper within that area which lies between any building erected and the right-of-way line of Essington Avenue, Island Avenue, or Lindbergh Boulevard; and such planting shall be placed and maintained between any industrial building erected and any residential area.
- ix. Public roads. Public roads within industrial areas shall be provided with not less than a 50 foot right-of-way.

e. Parks and Playgrounds

Parks and Playgrounds include those public areas devoted to parks, playgrounds, pedestrian walkways, sitting areas and tot-lots and auxiliary areas necessary to support these uses such as off-street parking.

No structures will be permitted except as related to the primary function of the area, and no buildings will be permitted except in Parks and Playground Areas.

The permitted uses for such buildings are: administration, supervision and child guidance, first-aid or comfort stations. No building shall exceed 15 feet in height nor shall be greater than 4,000 square feet in floor area except as approved by the Redevelopment Authority. No buildings shall be erected nearer the street line than the building set-back line in the residential district on the same street frontage.

Parking provision will consist of one space for each two employees.

When necessary for poles, electric lines, conduits, storm and sanitary sewers, gas lines, water pipe lines, or other services, rights-of-way or easements will be granted or reserved as shown on Map No. 4 entitled Streets and Highways Adjustment Plan based on proposed street plan.

f. Institutional

The institutional uses include those public and semi-public uses such as public or parochial elementary schools and high schools, churches, rectories, synagogues, parish houses or community club houses. The schools include playgrounds and athletic fields incidental thereto.

For buildings having 10,000 to 200,000 square feet of floor area, one off-street loading berth shall be provided plus one additional loading berth for each additional 200,000 square feet of floor area or fraction thereof.

One parking space shall be provided for each three employees, and where facilities for places of assembly are included there shall be provided one parking space for each 12 seats.

No building shall be erected nearer to the street line than the building set-back line in the residential district on the same street frontage.

2. Controls for properties not acquired

With respect to those parcels of land which are not acquired, the Redevelopment Authority and the City of Philadelphia in approving this Urban Renewal Plan will insure through proper enforcement of appropriate codes and ordinances that the owners of such parcels or their successors in interest will continue to devote such parcels to the uses specified in the Urban Renewal Plan or to redevelop or rehabilitate and use them in accordance with the applicable sections of the Philadelphia Code of General Ordinances.

I. CONFORMITY TO GENERAL PLAN AND WORKABLE PROGRAM

This Urban Renewal Plan is in conformity with Philadelphia's Workable Program which provides for the City wide expansion of residential, commercial, and industrial development. The Eastwick Urban Renewal Plan is in conformity with the general plan for the city as a whole. The area is integrated with the residential, commercial and industrial facilities surrounding it.

J. OFFICIAL ACTIONS TO CARRY OUT PLAN

1. Review and Approval

Official actions will be in conformity with relevant laws. This Urban Renewal Plan together with the Redevelopment Proposal will be presented for review and approval to the City Planning Commission which will in turn submit said documents to the various officials, departments, boards and agencies of the City of Philadelphia having administrative responsibilities to effectuate the Plan. After submission to the City Planning Commission the Urban Renewal Plan and Redevelopment Proposal will be sent to the City Council for approval.

2. Public Hearing on the Urban Renewal Plan and the Redevelopment Proposal

The City Council will hold a public hearing in accordance with the Pennsylvania Urban Redevelopment Law of 1945 as amended.

3. Ordinance of City Council

Approval of the Urban Renewal Plan and the Redevelopment Proposal will take the form of an ordinance of City Council and will authorize the Redevelopment Authority to take such action as may be necessary to carry out the Urban Renewal Plan and Redevelopment Proposal.

4. Ordinances for Changes

The Redevelopment Authority will prepare for introduction into City Council such ordinances as may be necessary for changes in such matters as zoning, streets, public ways, street patterns, and public utilities, in order to implement the Urban Renewal Plan.

5. Objective

The measures above cited are necessary to the realization of the Urban Renewal Plan.

6. Approval of Redevelopment Contract

The Redevelopment Authority, upon selection of a redeveloper or redevelopers, shall submit a Redevelopment Contract, before it is executed, to City Council for approval. Said contracts shall be in conformity with the Urban Renewal Plan.

7. Approval of Plans and Specifications

The Redevelopment Authority shall specifically reserve the right to review and approve the redevelopers' plans and specifications with respect to their conformance with the Urban Renewal Plan.

K. CHANGES IN APPROVED PLANS

This Urban Renewal Plan may be modified by the Redevelopment Authority of the City of Philadelphia subject to the review and approval of the Philadelphia City Planning Commission and approval of City Council; however, any modification pertaining to disposed land must be consented to in writing by the purchaser or lessee of that property and the purchaser or lessee of other project land who may be affected by the change.

EASTWICK URBAN RENEWAL AREA

LEGAL DESCRIPTION

All those certain lots and pieces of ground situated in the 40th Ward, City of Philadelphia beginning at a point, formed by the intersection of the northwesterly side of Lindbergh Boulevard 108 ft. (p) wide or 108.18 ft. (US) and the northeasterly side of 58th Street 70 ft. (P) wide or 70.12 ft. (US) commencing thus:

- (1) South $62^{\circ}-01'-30''$ East or South $60^{\circ}-14'-08''$ East (P) along the northeasterly side of 58th Street a distance of 880.48 ft. (US) or 878.985 ft. (P) to a point on the center line of the Reading Railroad; thence
- (2) South $27^{\circ}-54'-45''$ West or South $29^{\circ}-45'-52''$ West (P) along the center line of the Reading Railroad a distance of 957.08 ft. (US) or 955.454 ft. (P) to a point on the center line of the P. B. and W. R. R., 60th Street Branch; thence
- (3) South $62^{\circ}-01'-30''$ East or South $60^{\circ}-10'-23''$ East (P) along the center line of the P. B. and W. R. R., 60th Street Branch a distance of 145.37 ft. (US) or 145.124 ft. (P) to a point of curvature; thence
- (4) Along said center line crossing Sixty-first Street along an arc curving to the right of radius 1148.23 ft. (US) and central angle of $74^{\circ}-35'-46''$, and an arc distance of 1495.08 ft. (US) to a point of tangency; thence
- (5) South $12^{\circ}-33'-45''$ West or South $14^{\circ}-21'-38''$ West (P) along the center line of said Railroad crossing 63rd Street and Passyunk Avenue a distance of 1670.38 ft. (US) to a point on the southeasterly side of Passyunk Avenue, 108.0 ft. (P) wide; thence
- (6) South $76^{\circ}-30'-15''$ West or South $78^{\circ}-18'-08''$ West (P) along the southeasterly side of Passyunk Avenue a distance of 825.25 ft. (US) or 823.767 ft. (P) to a point of curvature; thence
- (7) Along the southeasterly side of Passyunk and Essington Avenues along an arc curving to the left of radius 400.72 ft. (US) or 400.0 ft. (P) and a central angle of $63^{\circ}-56'-50''$ and an arc distance of 447.24 ft. (US) or 446.436 ft. (P) to a point of tangency on the southeasterly side of Essington Avenue, 108.0 ft. (P) wide; thence
- (8) South $12^{\circ}-33'-25''$ West or South $14^{\circ}-21'-18''$ West (P) along the southeasterly side of Essington Avenue a distance of 6204.22 ft. (US) to a point; thence
- (9) South $34^{\circ}-52'-25''$ West or South $36^{\circ}-40'-18''$ West (P) along the southeasterly side of Essington Avenue a distance of 1173,028 ft. (US) to a point on the property line of the Gulf Refining Company; thence
- (10) South $62^{\circ}-11'-50''$ East a distance of 692.819 ft. (US) to a point on the property line of the Gulf Refining Company; thence
- (11) South $62^{\circ}-11'-50''$ East along the above line extended a distance of 792.217 ft. (US) to a point on the property line of Gulf Refining Company; and a line 500.0 ft. (US) northwest of and parallel to the center line of Penrose Avenue Bridge; thence
- (12) North $59^{\circ}-54'-10''$ East or North $61^{\circ}-41'-57.43''$ East (P) a distance of 3138.872 ft. (US) to a point on the pierhead and bulkhead line approved by Secretary of War, September 10, 1940; thence
- (13) South $27^{\circ}-23'-24''$ East or South $25^{\circ}-35'-37.2''$ East (P) a distance of 102.24 ft. (US) to a point on the pierhead and bulkhead line; thence
- (14) South $44^{\circ}-13'-05''$ East or South $42^{\circ}-25'-17.57''$ East (P) along Pierhead and Bulkhead line a distance of 410.28 ft. (US) to a point on the center line of the Penrose Avenue Bridge; thence
- (15) South $59^{\circ}-54'-10''$ West or South $61^{\circ}-41'-43''$ West (P) along the center line of the Penrose Avenue Bridge Projected a distance of 5274.16 ft. (US) to a point; thence

- (16) South $30^{\circ}-05'-50''$ East or South $28^{\circ}-18'-17''$ East (P) a distance of 85.16 ft. (US) or 85.0 ft. (P) to a point of curvature on the southeasterly side of Penrose Avenue 170 ft. (P) wide or 170.32 ft (US); thence
- (17) Along the Southeasterly side of Penrose Avenue along an arc curving to the right of radius 1517.55 ft. (US) or 1514.825 ft. (P) an arc distance of 284.26 ft. (US) to a point on the former property line of the City of Philadelphia; thence
- (18) South $60^{\circ}-23'-20''$ West a distance of 264.18 ft. (US) to a point on the former property line of the City of Philadelphia; thence
- (19) South $60^{\circ}-13'-37''$ West a distance of 823.84 ft. (US) to a point on the southwesterly side of Island Avenue 108.0 ft. (P) wide; thence
- (20) South $58^{\circ}-56'-38''$ West or South $60^{\circ}-45'-38''$ West (P) a distance of 949.76 ft (US) or 948.802 ft. (P) (948.159 ft. (P)) along the former northwesterly side of Penrose Avenue 150 ft. (P) wide to a point; thence
- (21) North $55^{\circ}-07'-55''$ West or North $53^{\circ}-19'-42''$ West (P) a distance of 117.52 ft. (US) or 117.308 ft. (P) along the former northeasterly side of 85th Street 70 ft. (P) wide to a point on the southeasterly side of Essington Avenue 108 ft (P) wide or 108.19 ft. (US) wide; thence
- (22) South $34^{\circ}-52'-05''$ West or South $36^{\circ}-40'-18''$ West (P) along the southeasterly side of Essington Avenue a distance of 3960.23 ft. (US) or 2818.613 ft. (P) along the southeasterly side of Essington Avenue to a point on a diagonal at 90th Street 60 ft. (P) wide, across 90th Street and 1055.400 ft. (P) along the southeasterly side of Essington Avenue; to a point of curvature on the southeasterly side of Essington Avenue; thence
- (23) Along the southeasterly side of Essington Avenue along an arc curving to the right of radius 2943.68 ft (US) or 2928.755 ft. (P) an arc of 1239.30 ft. (US) or 1242.652 ft. (P), the included angle being $24^{\circ}-12'-04''$ (US) or $24^{\circ}-18'-36.8''$ (P) to a point on the Philadelphia-Delaware County Line; thence
- (24) North $47^{\circ}-48'-49''$ West or North $45^{\circ}-59'-06''$ West (P) along the Philadelphia-Delaware County Line a distance of 416.12 ft. (US) or 414.015 ft. (P) to a point; thence
- (25) North $88^{\circ}-21'-30''$ West or $86^{\circ}-31'-49''$ West (P) along the Philadelphia-Delaware County Line a distance of 60.11 ft. (US) or 60.000 ft. (P) to a point; thence
- (26) South $80^{\circ}-51'-05''$ West or South $82^{\circ}-40'-48''$ West (P) along the Philadelphia-Delaware County Line a distance of 1025.74 ft. (US) to a point; thence
- (27) North $85^{\circ}-45'-46''$ West or North $83^{\circ}-56'-03''$ West (P) along the Philadelphia-Delaware County Line a distance of 2866.56 ft. (US) to a point on the Philadelphia-Delaware County Line and on the center line of the Reading Railroad; thence
- (28) North $65^{\circ}-50'-55''$ East or North $66^{\circ}-40'-38''$ East (P) along the center line of the Reading Railroad a distance of 801.09 ft. (US) or 799.653 ft. (P) to a point of curvature; thence
- (29) Along the said center line of said railroad along an arc curving to the left of radius 3819.82 ft. (US) or 3812.958 ft. (P) and central angle of $19^{\circ}-28'-12''$ and an arc distance of 1298.01 ft. (US) to a point; thence
- (30) North $74^{\circ}-41'-10''$ West or North $72^{\circ}-51'-27''$ West (P) a distance of 393.54 ft. (US) to a point on the northwesterly side of Eastwick Avenue 80.0 ft. (P) wide; thence
- (31) Along the northwesterly side of Eastwick Avenue along an arc curving to the left of radius 3489.23 ft. (US) or 3482.958 ft. (P) and central angle of $15^{\circ}-02'-14''$ and an arc distance of 915.68 ft. (US) or 914.031 ft. (P) to a point of tangency; thence
- (32) North $34^{\circ}-50'-35''$ East or North $36^{\circ}-40'-18''$ East (P) along the northwesterly side of Eastwick Avenue a distance of 492.09 ft. (US) or 491.209 ft. (P) to a point on the property line of the City of Philadelphia (Bird Sanctuary); thence
- (33) North $33^{\circ}-42'-34''$ West or North $31^{\circ}-52'-51''$ West (P) along said property line 69.96 ft. (US) or 69.833 ft. (P) to a point; thence
- (34) North $48^{\circ}-43'-33''$ West or North $46^{\circ}-53'-50''$ West (P) along said property line 160.97 ft. (US) or 160.677 ft. (P) to a point on the property line of Gulf Refining Company; thence

- (35) North $43^{\circ}-25'-35''$ East or North $45^{\circ}-14'-18''$ East (P) along the property line 225.28 ft. (US) crossing 92nd Street 70.0 ft. (P) wide to a point on a line 200.36 ft. (US) or 200.0 ft. (P) northeast of and parallel to the property line of City of Philadelphia above; thence
- (36) North $19^{\circ}-23'-10''$ West or North $17^{\circ}-33'-27''$ West (P) along a parallel line 3459.55 ft. (US) to a point on the Darby Creek Low Water Line as of January, 1933; thence
- (37) North $42^{\circ}-20'-51''$ East or North $44^{\circ}-10'-34''$ East (P) along the Darby Creek Low Water Line 65.87 ft. (US) to a point; thence
- (38) North $38^{\circ}-09'-55''$ East or North $39^{\circ}-59'-38''$ East (P) along the Darby Creek Low Water Line a distance of 347.78 ft. (US) or 347.160 ft. (P) to a point; thence
- (39) North $34^{\circ}-38'-50''$ East or North $36^{\circ}-28'-33''$ East (P) along the Darby Creek Low Water Line a distance of 279.38 ft. (US) or 278.880 ft. (P) to a point; thence
- (40) North $30^{\circ}-07'-05''$ East or North $31^{\circ}-56'-48''$ East (P) along the Darby Creek Low Water Line a distance of 322.65 ft. (US) or 322.070 ft. (P) to a point; thence
- (41) North $2^{\circ}-48'-49''$ West or North $0^{\circ}-59'-06''$ West (P) along Darby Creek Low Water Line a distance of 154.94 ft. (US) or 154.660 ft. (P) to a point; thence
- (42) North $35^{\circ}-00'-05''$ West or North $33^{\circ}-10'-22''$ West (P) along the Darby Creek Low Water Line a distance of 129.05 ft. (US) or 128.820 ft. (P) to a point; thence
- (43) North $57^{\circ}-51'-06''$ West or North $56^{\circ}-01'-23''$ West (P) along the Darby Creek Low Water Line a distance of 73.54 ft. (US) or 73.410 ft. (P) to a point; thence
- (44) North $23^{\circ}-52'-46''$ West or North $22^{\circ}-03'-03''$ West (P) along the Darby Creek Low Water Line a distance of 39.81 ft. (US) or 39.740 ft. (P) to a point; thence
- +(45) North $1^{\circ}-55'-51''$ East or North $3^{\circ}-45'-34''$ East (P) along the Darby Creek Low Water Line a distance of 63.43 ft. (US) or 63.316 ft. (P) to a point; thence
- * (46) North $26^{\circ}-43'-28''$ East a distance of 122.558 ft. (US) to a point; thence
- ✓ (47) North $33^{\circ}-34'-34''$ East or $35^{\circ}-24'-17''$ East (P) along the Darby Creek Low Water Line a distance of 12.87 ft. (US) or 12.851 ft. (P) to a point; thence
- (48) North $44^{\circ}-16'-09''$ East or North $46^{\circ}-05'-52''$ East (P) along the Darby Creek Low Water Line a distance of 178.18 ft. (US) or 177.860 ft. (P) to a point; thence
- (49) North $29^{\circ}-12'-24''$ East or North $31^{\circ}-02'-07''$ East (P) along the Darby Creek Low Water Line a distance of 214.73 ft. (US) or 214.340 ft. (P) to a point; thence
- (50) North $36^{\circ}-16'-33''$ East or North $38^{\circ}-06'-16''$ East (P) along the Darby Creek Low Water Line a distance of 143.38 ft. (US) or 143.120 ft. (P) to a point; thence
- (51) North $29^{\circ}-09'-05''$ East or North $26^{\circ}-58'-48''$ East (P) along the Darby Creek Low Water Line a distance of 154.45 ft. (US) or 154.170 ft. (P) to a point; thence
- (52) North $24^{\circ}-34'-35''$ East or North $26^{\circ}-24'-08''$ East (P) along the Darby Creek Low Water Line a distance of 156.45 ft. (US) or 156.780 ft. (P) to a point; thence
- (53) North $19^{\circ}-43'-20''$ East or North $21^{\circ}-33'-03''$ East (P) along the Darby Creek Low Water Line a distance of 180.18 Ft. (US) or 179.860 ft. (P) to a point; thence
- ✓ (54) North $17^{\circ}-31'-12''$ West a distance of 118.02 ft. (US) to a point on the center line of the 84th Street Bridge over Darby Creek and on the county line established by a commission and approved December 5, 1906; thence
- (55) North $20^{\circ}-07'-13''$ East or North $21^{\circ}-55'-20''$ East (P) along the Philadelphia-Delaware County Line a distance of 205.31 ft. (US) to a point; thence
- (56) North $44^{\circ}-39'-34''$ West or North $42^{\circ}-51'-27''$ West (P) along the Philadelphia-Delaware County Line a distance of 222.58 ft. (US) to a point; thence
- (57) North $34^{\circ}-52'-11''$ East or North $36^{\circ}-40'-18''$ East (P) along the Philadelphia-Delaware County Line a distance of 2074.49 ft. (US) to a point; thence

- (58) North $55^{\circ}-07'-49''$ West or North $53^{\circ}-19'-42''$ West (P) along the Philadelphia-Delaware County Line a distance of 751.12 ft. (US) to a point; thence
- (59) North $34^{\circ}-52'-11''$ East or North $36^{\circ}-40'-18''$ East (P) along the Philadelphia-Delaware County Line a distance of 485.06 ft. (US) to a point; thence
- (60) South $80^{\circ}-06'-32''$ East or South $78^{\circ}-18'-25''$ East (P) along the Philadelphia-Delaware County Line a distance of 20.63 ft. (US) or 18.6 ft. (US) to a point; thence
- (61) North $73^{\circ}-37'-41''$ East or North $75^{\circ}-25'-48''$ (P) East along the Philadelphia-Delaware County Line a distance of 179.72 ft. (US) to a point; thence
- (62) North $56^{\circ}-30'-35''$ East or North $58^{\circ}-18'-42''$ East (P) along the Philadelphia-Delaware County Line a distance of 153.27 ft. (US) to a point; thence
- (63) North $47^{\circ}-18'-48''$ East or North $49^{\circ}-06'-55''$ East (P) along the Philadelphia-Delaware County Line a distance of 193.13 ft. (US) to a point; thence
- (64) North $35^{\circ}-26'-36''$ East or North $37^{\circ}-14'-43''$ East (P) along Philadelphia-Delaware County Line a distance of 265.70 ft. (US) to a point; which is the end of the County Line established December 5, 1906; thence
- (65) South $10^{\circ}-28'-38''$ East along the Cobbs Creek Low Water Line a distance of 69.23 ft. (US) to a point; thence
- (66) North $18^{\circ}-19'-53''$ East along the Cobbs Creek Low Water Line a distance of 269.57 Ft. (US) to a point; thence
- (67) North $12^{\circ}-05'-23''$ East along the Cobbs Creek Low Water Line a distance of 103.02 ft. (US) to a point; thence
- (68) North $1^{\circ}-12'-23''$ East along the Cobbs Creek Low Water Line a distance of 203.53 ft. (US) to a point; thence
- (69) North $25^{\circ}-02'-37''$ West along the Cobbs Creek Low Water Line a distance of 89.83 ft. (US) to a point; thence
- (70) North $60^{\circ}-18'-37''$ West along the Cobbs Creek Low Water Line a distance of 95.76 ft. (US) to a point; thence
- (71) North $76^{\circ}-18'-37''$ West along the Cobbs Creek Low Water Line a distance of 274.41 ft. (US) to a point; thence
- (72) North $7^{\circ}-46'-23''$ East along the Cobbs Creek Low Water Line a distance of 42.58 ft. (US) to a point; thence
- (73) North $30^{\circ}-39'-23''$ East along the Cobbs Creek Low Water Line a distance of 156.45 ft. (US) to a point; thence
- (74) North $21^{\circ}-42'-23''$ East along the Cobbs Creek Low Water Line a distance of 105.94 ft. (US) to a point; thence
- (75) North $36^{\circ}-43'-53''$ East along the Cobbs Creek Low Water Line a distance of 107.28 ft. (US) to a point; thence
- (76) North $51^{\circ}-49'-53''$ East along the Cobbs Creek Low Water Line a distance of 70.79 ft. (US) to a point; thence
- (77) North $59^{\circ}-13'-23''$ East along the Cobbs Creek Low Water Line a distance of 146.76 (US) to a point; thence
- (78) North $36^{\circ}-10'-23''$ East along the Cobbs Creek Low Water Line a distance of 137.25 ft. (US) to a point; thence
- (79) North $51^{\circ}-29'-23''$ East along the Cobbs Creek Low Water Line a distance of 43.51 ft. (US) to a point; thence
- (80) North $61^{\circ}-25'-23''$ East along the Cobbs Creek Low Water Line a distance of 161.46 ft. (US) to a point; thence

- (81) North $47^{\circ}-53'-53''$ East along the Cobbs Creek Low Water Line a distance of 107.78 ft. (US) to a point; thence
- (82) North $26^{\circ}-38'-23''$ East along the Cobbs Creek Low Water Line a distance of 134.16 ft. (US) to a point; thence
- (83) North $48^{\circ}-37'-36''$ West a distance of 45.81 ft. (US) to a point on the Center Line of Cobbs Creek; thence
- (84) North $28^{\circ}-44'-11''$ East along the Center Line of Cobbs Creek a distance of 49.06 ft. (US) to a point; thence
- (85) North $39^{\circ}-22'-23''$ East along the Center Line of Cobbs Creek a distance of 120.22 ft. (US) to a point; thence
- (86) North $24^{\circ}-39'-23''$ East along the Center Line of Cobbs Creek a distance of 240.43 ft. (US) to a point; thence
- (87) North $64^{\circ}-39'-23''$ East along the Center Line of Cobbs Creek a distance of 110.20 ft. (US) to a point; thence
- (88) North $55^{\circ}-09'-23''$ East along the Center Line of Cobbs Creek a distance of 125.23 ft. (US) to a point; thence
- (89) North $46^{\circ}-09'-23''$ East along the Center Line of Cobbs Creek a distance of 50.09 ft. (US) to a point; thence
- (90) North $14^{\circ}-09'-23''$ East along the Center Line of Cobbs Creek a distance of 50.09 ft. (US) to a point; thence
- (91) North $24^{\circ}-56'-07''$ West along the Center Line of Cobbs Creek a distance of 100.15 ft. (US) to a point, on property line of Pennsylvania Railroad; thence
- (92) North $35^{\circ}-01'-06''$ West along the Center Line of Cobbs Creek across property of the Pennsylvania Railroad a distance of 110.23 ft. (US) to a point; thence
- (93) North $38^{\circ}-12'-25''$ West along the Center Line of Cobbs Creek across property of Pennsylvania Railroad a distance of 123.22 ft. (US) to a point on property line of Pennsylvania Railroad; thence
- (94) North $75^{\circ}-32'-05''$ East or North $77^{\circ}-20'-12''$ East (P) along the property line of the Pennsylvania Railroad 254.46 ft. (US) or 254.0 ft. (P) to a point; thence
- (95) North $66^{\circ}-10'-58''$ East or North $67^{\circ}-59'-05''$ East (P) along the property line of the Pennsylvania Railroad a distance of 47.33 ft. (US) or 47 ft. 3 in. (P) to a point; thence
- (96) North $63^{\circ}-45'-23''$ East or North $65^{\circ}-33'-30''$ East (P) along the property line of the Pennsylvania Railroad a distance of 66.93 ft. (US) or 66 ft. 9-3/4 in. (P) to a point; thence
- (97) North $58^{\circ}-41'-43''$ East or North $60^{\circ}-29'-50''$ East (P) along property line of the Pennsylvania Railroad a distance of 79.50 ft. (US) or 79 ft. 4-1/4 in. (P) to a point; thence
- (98) North $56^{\circ}-36'-53''$ East or North $58^{\circ}-25'-00''$ East (P) along the property line of the Pennsylvania Railroad 330.98 ft. (US) or 333 ft. 4-5/8 in. (P) to a point, on the southwesterly side of Island Avenue 70 ft. (P) wide; thence
- (99) North $58^{\circ}-19'-20''$ East across Island Avenue a distance of 70.13 ft. (US) or 70 ft. (P) to a point on the northeasterly side of Island Avenue; thence
- (100) South $31^{\circ}-40'-40''$ East along the northeasterly side of Island Avenue and across Grays Avenue a distance of 1046.43 ft. (US); or South $29^{\circ}-53'-00''$ East (P) a distance of 96.81 ft. (P) along the northeasterly side of Island Avenue, South $29^{\circ}-53'-00''$ East (P) across bed of Grays Avenue 80 ft. (P) wide, thence South $29^{\circ}-53'-00''$ East (P) a distance of 481.365 ft. (P) along the northeasterly side of Island Avenue to a point on a diagonal at the intersection of Island Avenue and Passyunk Avenue 120 ft. (P) wide, thence South $29^{\circ}-53'-00''$ East (P) along northeasterly side of Island Avenue projected to a point on the northerly side of Passyunk Avenue 108.18 ft. (US) or 108 ft. (P) wide; projected thence

(101) North 82°-59'-00" East along the northerly side of Passyunk Avenue projected and along the northerly side of Passyunk Avenue and across 73rd Street, Lloyd Street Stetler Street, Buist Avenue, Elmwood Park and 71st Street a distance of 2008.36 ft. (US); or north 84°-37'-55" East (P) along the northerly side of Passyunk Avenue projected across the bed of Elmwood Avenue 80 ft. (P) wide to a diagonal at the corner of Elmwood and Passyunk Avenues, thence North 84°-37'-55" East (P) a distance of 400.591 ft. (P) along the northerly side of Passyunk Avenue to a point on the westerly side of 73rd Street 70 ft. (P) wide, North 84°-37'-55" East (P) across the bed of 73rd Street; thence North 84°-37'-55" East (P) a distance of 111.178 ft. (P) along the northerly side of Passyunk Avenue to a point on the westerly side of Lloyd Street 40 ft. (P) wide, North 84°-37'-55" East (P) a distance of 40.0 ft. (P) across the bed of Lloyd Street, thence North 84°-37'-55" East (P) a distance of 126.0 ft. (P) along the northerly side of Passyunk Avenue to a point on the westerly side of Stetler Street, thence North 84°-37'-55" East (P) across the bed of Stetler Street and Buist Avenue 80 ft. (P) wide to a point on a diagonal at the corner of Buist and Passyunk Avenues, thence North 84°-37'-55" East (P) a distance of 627.863 ft. (P) along the northerly side of Passyunk Avenue, across Elmwood Park to a point on the southwesterly side of 71st Street 70 ft. (P) wide, North 84°-37'-55" East (P) across the bed of 71st Street, thence North 84°-37'-55" East (P) a distance of 99.733 ft. (P) along the northerly side of Passyunk Avenue to a point on the northwesterly side of Dicks Avenue 80 ft. (P) wide; to a point on the northwesterly side of Dicks Avenue 80.12 ft. (US) or 80 ft. (P) wide; thence

(102) North 47°-39'-20" East or North 49°-27'-30" East (P) along the northwesterly side of Dicks Avenue a distance of 4994.35 ft. (US); or North 49°-27'-30" East (P) a distance of 66.144 ft. (P) along the northwesterly side of Dicks Avenue to a point on the southwesterly side of Muhfeld Street 40 ft. (P) wide, North 49°-27'-30" East (P), a distance of 40 ft. (P) across the bed of Muhfeld Street, thence North 49°-27'-30" East (P) a distance of 147.666 ft. (P) along the northwesterly side of Dicks Avenue to a point on the southwesterly side of Holbrook Street 40 ft. (P) wide, North 49°-27'-30" East (P) a distance of 40 ft. (P) across the bed of Holbrook Street, North 49°-27'-30" East (P) a distance of 147.667 ft. (P) along the northwesterly side of Dicks Avenue to a point on the southwesterly side of 70th Street 70 ft. (P) wide, North 49°-27'-30" East (P) a distance of 70 ft. (P) across the bed of 70th Street, thence North 49°-27'-30" East (P) a distance of 123.0 ft. (P) along the northeasterly side of Dicks Avenue to a point on the southeasterly side of Sylmar Street 40 ft. (P) wide, North 49°-27'-30" East (P) a distance of 40.0 ft. (P) across the bed of Sylmar Street, thence North 49°-27'-30" East (P) a distance of 289.0 ft. (P) along the northeasterly side of Dicks Avenue to a point on the southwesterly side of 69th Street 70 ft. (P) wide, North 49°-27'-30" East (P) a distance of 70 ft. (P) across the bed of 69th Street, thence North 49°-27'-30" East (P) a distance of 160.0 ft. (P) along the northwesterly side of Dicks Avenue to a point on the southwesterly side of Massey Street 40 ft. (P) wide, North 49°-27'-30" East (P) a distance of 40.0 ft. (P) across the bed of Massey Street, thence North 49°-27'-30" East (P) a distance of 156.0 ft. (P) along the northwesterly side of Dicks Avenue to a point on the southwesterly side of Carroll Street 40 ft. (P) wide, North 49°-27'-30" East (P) a distance of 40.0 ft. (P) across the bed of Carroll Street, thence North 49°-27'-30" East (P) a distance of 159.0 ft. (P) along the northwesterly side of Dicks Avenue to a point on the southwesterly side of 68th Street 70 ft. (P) wide, North 49°-27'-30" East (P) a distance of 70 ft. (P) across the bed of 68th Street, thence North 49°-27'-30" East (P) a distance of 142.0 ft. (P) along the northwesterly side of Dicks Avenue to a point on the southwesterly side of Hobson Street 40 ft. (P) wide, North 49°-27'-30" East (P) a distance of 40.0 ft. (P) across the bed of Hobson Street, thence North 49°-27'-30" East (P) a distance of 141.0 ft. (P) along the northwesterly side of Dicks Avenue to a point on the southwesterly side of Bonnaffon Street 40 ft. (P) wide, North 49°-27'-30" East (P) a distance of 40.0 ft. (P) across the bed of Bonnaffon Street, thence North 49°-27'-30" East (P) a distance of 142.0 ft. (P) along the northwesterly side of Dicks Avenue to a point on the southwesterly side of 67th Street 70 ft. (P) wide, North 49°-27'-30" East (P) a distance of 70.0 ft. (P) across the bed of 67th Street, thence North 49°-27'-30" East (P) a distance of 195.0 ft. (P) along the northwesterly side of Dicks Avenue to a point on the southwesterly side of Shield Street 40 ft. (P) wide, North 49°-27'-30" East (P) a distance of 40.0 ft. (P) across the bed of Shield Street, thence North 49°-27'-30" East (P) a distance of 195.0 ft. (P) along the northwesterly side of Dicks Avenue to a point on the southwesterly side of 66th Street 70 ft. (P) wide, North 49°-27'-30" East (P) a distance of 70.0 ft. (P) across the bed of 66th Street, thence North 49°-27'-30" East (P) a distance of 175.0 ft. (P) along the northwesterly side of Dicks Avenue to a point on the southwesterly side of Daggett Street 50 ft. (P) wide, thence, North 49°-27'-30" East (P) a distance of 50.0 ft. (P) wide across the bed of Daggett Street, thence North 49°-27'-30" East (P) a distance of 175.0 ft. (P) along the northwesterly side of Dicks Avenue to a point on the southwesterly side of 65th Street 70 ft. (P) wide, North 49°-27'-30" East (P) a distance of 70.0 ft. (P) across the bed of 65th Street, thence North 49°-27'-30" East (P) a distance of 400.0 ft. (P) along the northwesterly side of Dicks Avenue to a point on the southwesterly side of 64th Street 70 ft. (P) wide, North 49°-27'-30" East (P) a distance of 70.0 ft. (P) across the bed of 64th Street, thence North 49°-27'-30" East (P) a distance of 450.0 ft. (P) along the northwesterly side of Dicks Avenue to a point on the southwesterly side of 63rd Street 70 ft. (P) wide, North 49°-27'-30" East (P) a distance of

70.0 ft. (P) across the bed of 63rd Street, thence North $49^{\circ}-27'-30''$ East (P) a distance of 264.0 ft. (P) along the northwesterly side of Dicks Avenue to a point on the southwesterly side of Felton Street 40 ft. (P) wide, North $49^{\circ}-27'-30''$ East (P) a distance of 40.0 ft. (P) across the bed of Felton Street, thence North $49^{\circ}-27'-30''$ East (P) a distance of 146.0 ft. (P) along the northwesterly side of Dicks Avenue to a point on the southwesterly side of 62nd Street 70 ft. (P) wide, North $49^{\circ}-27'-30''$ East (P) a distance of 70.0 ft. (P) across the bed of 62nd Street, thence North $49^{\circ}-27'-30''$ East (P) a distance of 140.0 ft. (P) along the northwesterly side of Dicks Avenue to a point on the southwesterly side of Robinson Street 40 ft. (P) wide, North $49^{\circ}-27'-30''$ East (P) a distance of 40.0 ft. (P) across the bed of Robinson Street, thence North $49^{\circ}-27'-30''$ East (P) a distance of 92.331 ft. (P) along the northwesterly side of Dicks Avenue to a point formed by the intersection of the northwesterly side of Dicks Avenue with northwesterly side of Lindbergh Boulevard 108 ft. (P) wide; thence

(103) North $27^{\circ}-57'-41''$ East or North $29^{\circ}-45'-52''$ East (P) a distance of 2013.98 ft. (US); or North $29^{\circ}-45'-52''$ East (P) a distance of 50.631 ft. (P) along the northwesterly side of Lindbergh Boulevard to a point on the southwesterly side of Dewey Street 40 ft. (P) wide, North $29^{\circ}-45'-52''$ East (P) across the bed of Dewey Street, thence North $29^{\circ}-45'-52''$ East (P) a distance of 148.698 ft. (P) along the northwesterly side of Lindbergh Boulevard to a point on the southwesterly side of 61st Street 70 ft. (P) wide, North $29^{\circ}-45'-52''$ East (P) across the bed of 61st Street, thence North $29^{\circ}-45'-52''$ East (P) a distance of 339.778 ft. (P) along the northwesterly side of Lindbergh Boulevard to a point on the southwesterly side of 60th Street 70 ft. (P) wide, North $29^{\circ}-45'-52''$ East (P) across the bed of 60th Street and Buist Avenue, thence North $29^{\circ}-45'-52''$ East (P) a distance of 614.617 ft. (P) along the northwesterly side of Lindbergh Boulevard to a point on the southwesterly side of 59th Street 70 ft. (P) wide, North $29^{\circ}-45'-52''$ East (P) across the bed of 59th Street, thence North $29^{\circ}-45'-52''$ East (P) a distance of 289.958 ft. (P) along the northwesterly side of Lindbergh Boulevard to a point on the southwesterly side of Wanamaker Street 40 ft. (P) wide, North $29^{\circ}-45'-52''$ East (P) across the bed of Wanamaker Street, thence North $29^{\circ}-45'-52''$ East (P) a distance of 145.51 ft. (P) to a point on the southwesterly side of 58th Street, North $29^{\circ}-45'-52''$ East (P) across the bed of 58th Street; to a point on the line of the northeasterly side of 58th Street projecting to the place of beginning.

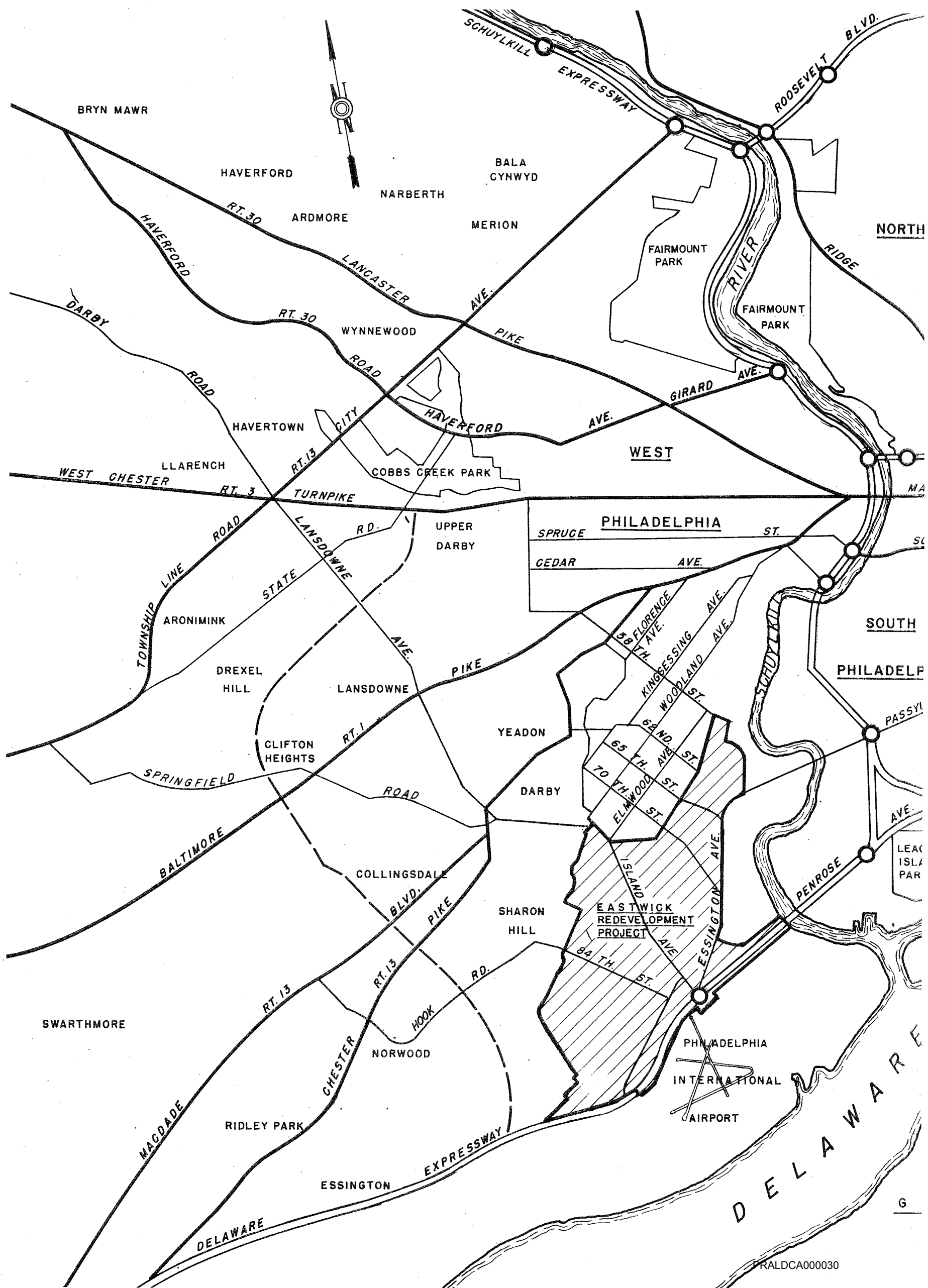
Containing 2568.47 acres more or less (US).

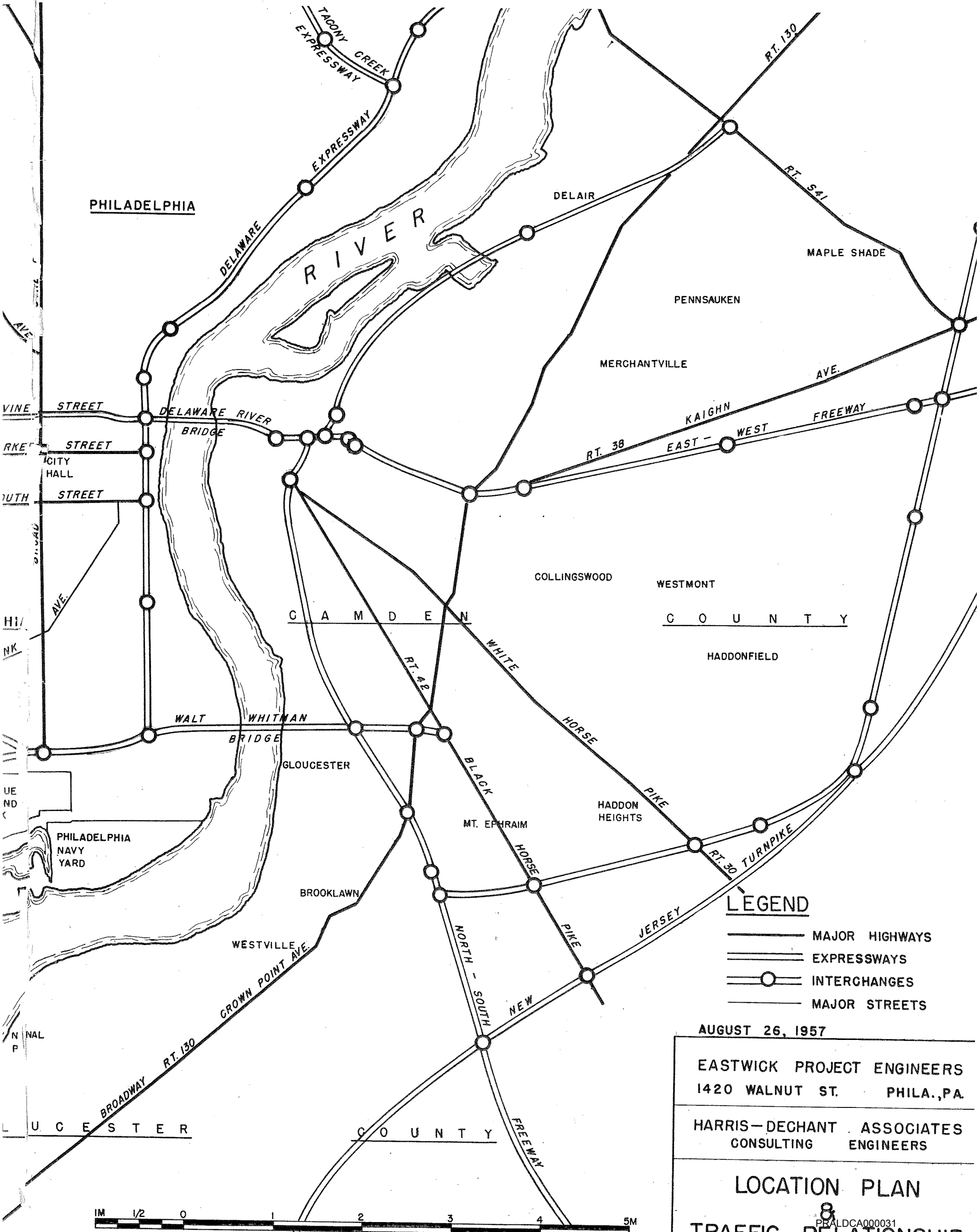
In accordance with Boundary Service prepared by Black Engineering Company, Incorporated, Clifton Heights, Pennsylvania, dated September 6, 1955, consisting of 14 sheets revised by Judson F. Vogdes, Jr., November 21, 1957, and plans made by Judson F. Vogdes, Jr., "Boundary of Properties Deleted from Project" dated November 15, 1957.

Bearings and distances indicated (P) are from confirmed City Plans of the City of Philadelphia. Bearings and distances on the above Boundary Survey are US Standard and tie into the coordinate system of the U. S. Corps of Engineers.

November 25, 1957

Judson F. Vogdes, Jr.
Registered Engineer
34 South 17th Street
Philadelphia 3, Pennsylvania





LEGEND

- MAJOR HIGHWAYS
- EXPRESSWAYS
- INTERCHANGES
- MAJOR STREETS

AUGUST 26, 1957

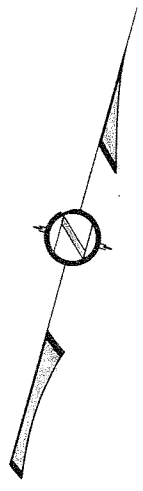
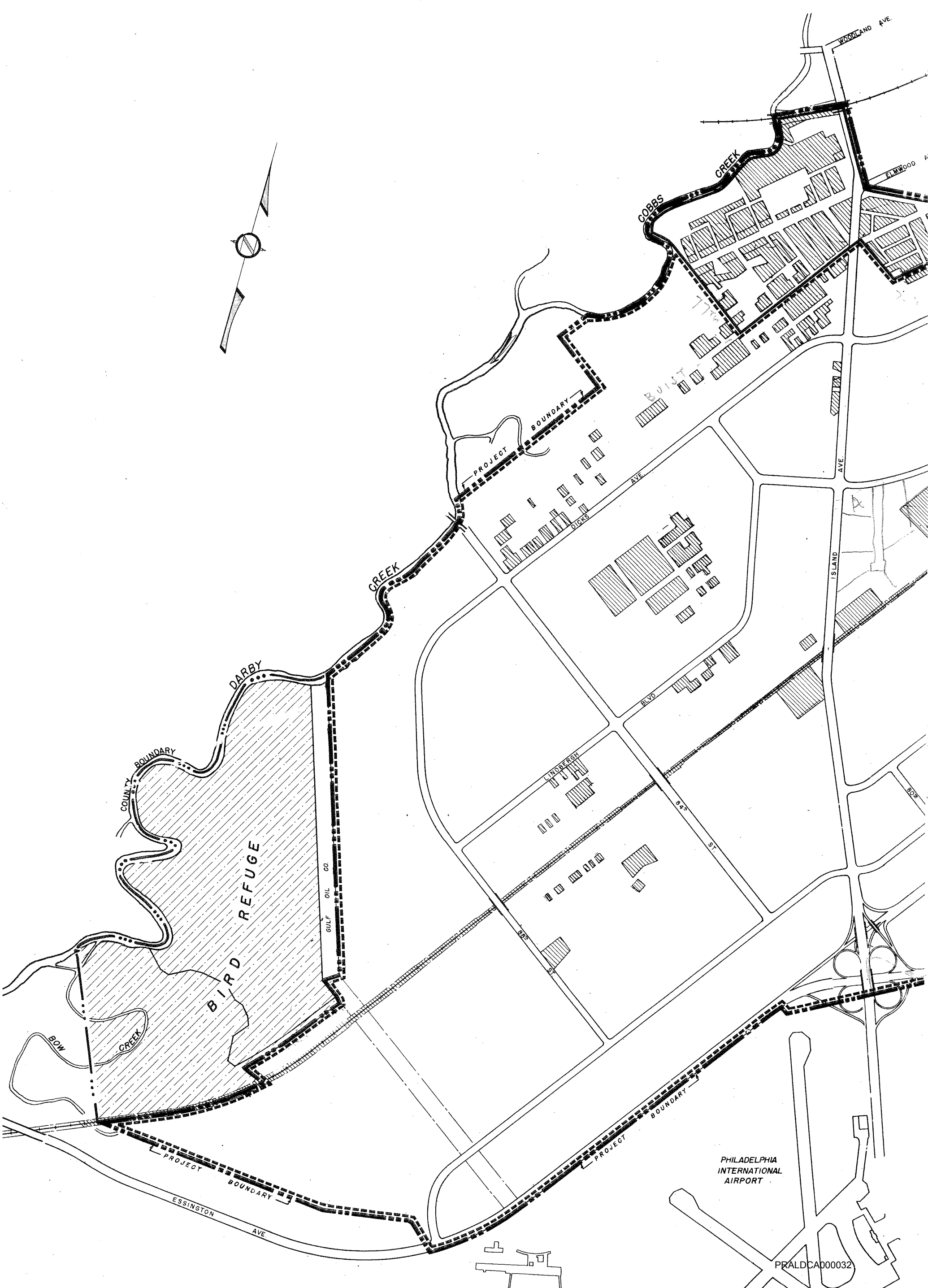
EASTWICK PROJECT ENGINEERS
1420 WALNUT ST. PHILA., PA.

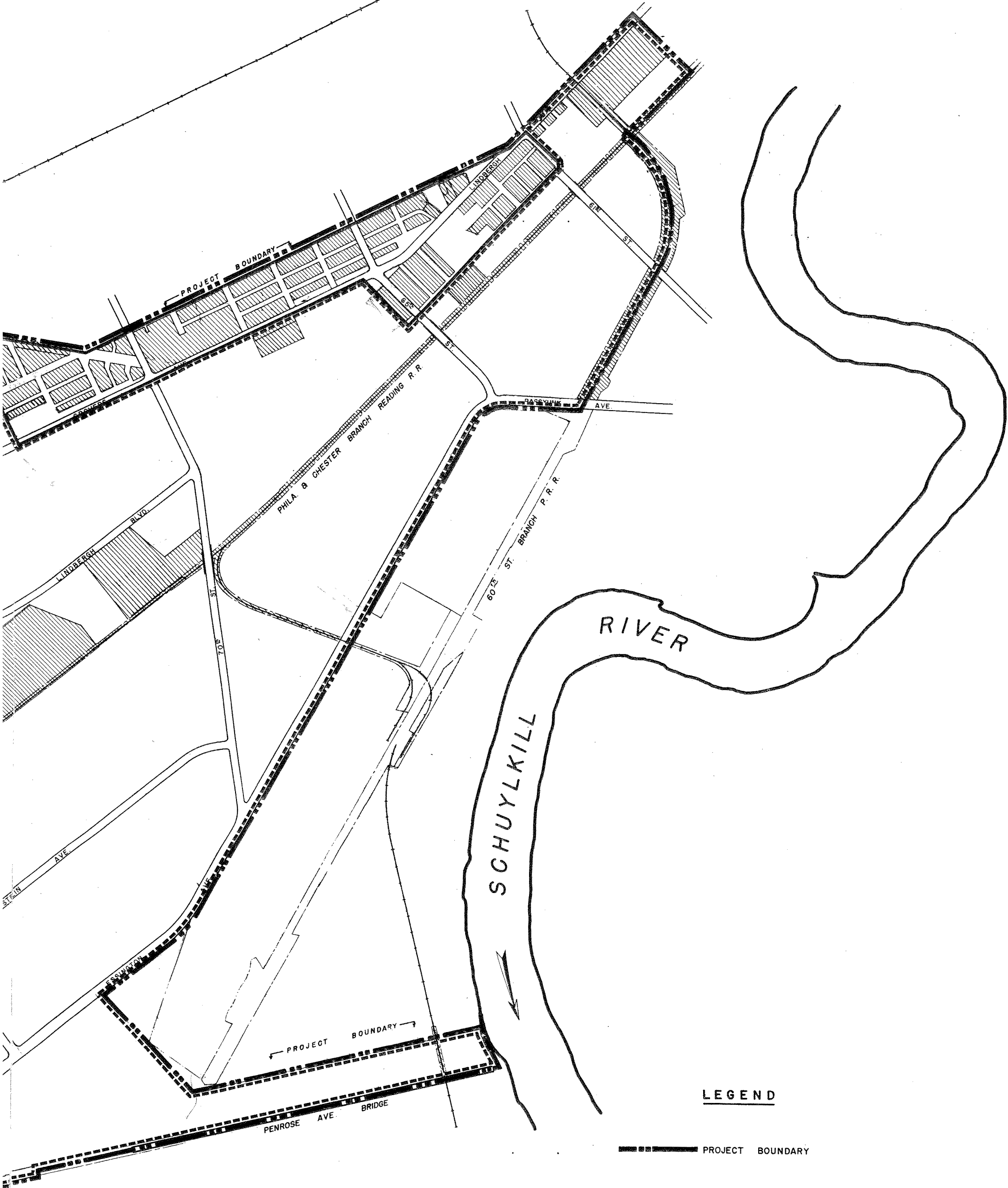
HARRIS-DECHANT ASSOCIATES
CONSULTING ENGINEERS

LOCATION PLAN

TRAFFIC RELATIONSHIP

PRALDCA000031





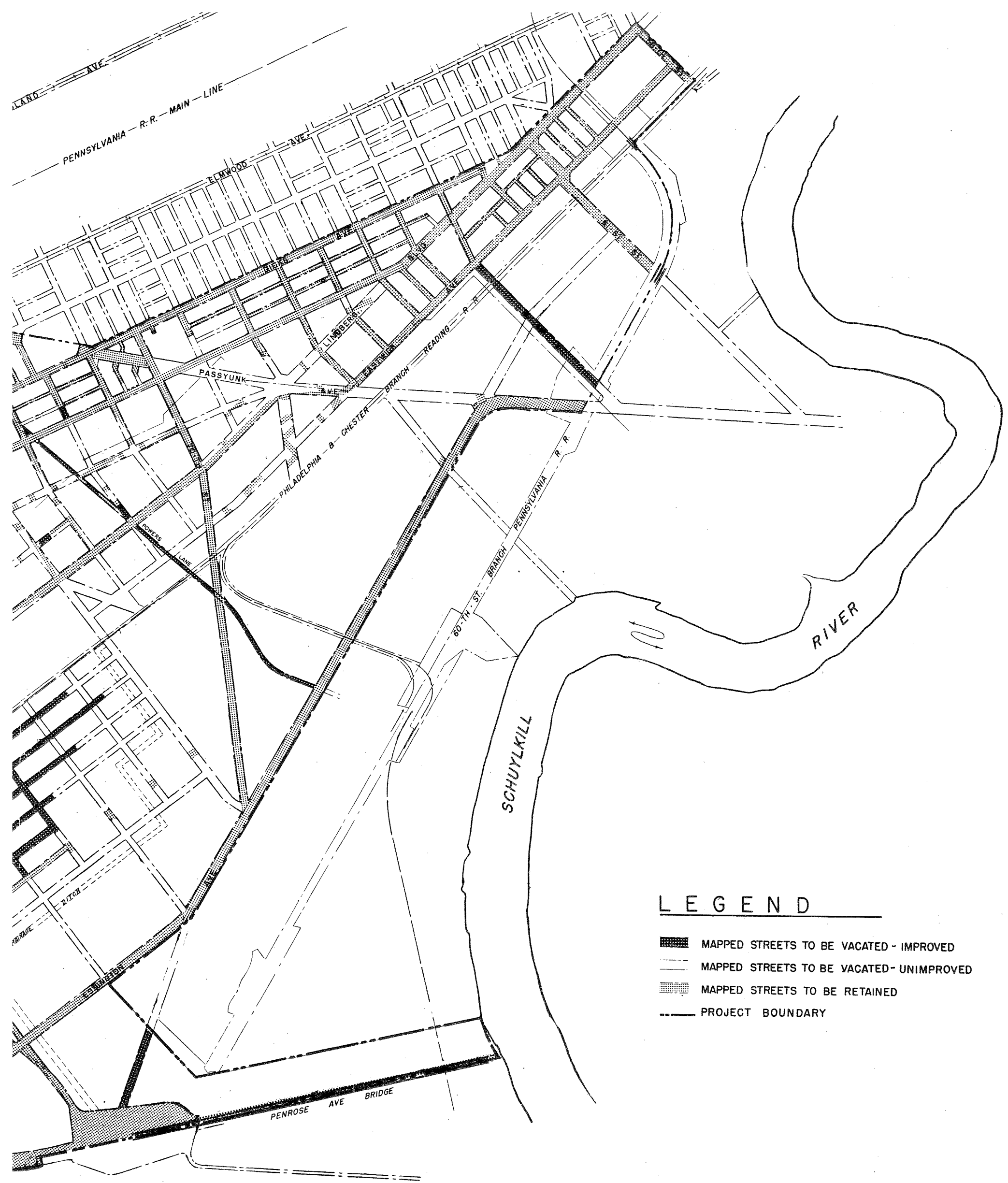
LEGEND

- PROJECT BOUNDARY
- REHABILITATION AND CONSERVATION SECTION
- REDEVELOPMENT AND SLUM CLEARANCE SECTION
- SHADED AREAS INDICATE PROPERTIES WHICH ARE NOT TO BE ACQUIRED.





SPINE STREETS AS SHOWN ARE NOT SUBJECT TO CHANGE

REDEVELOPMENT AUTHORITY OF THE CITY OF PHILADELPHIA	
EASTWICK PROJECT ENGINEERS 1420 WALNUT STREET PHILADELPHIA, PA.	
HARRIS-DECHANT ASSOCIATES CONSULTING ENGINEERS	HENRY S. CHURCHILL PLANNING CONSULTANT
PROJECT AREA BOUNDARY	
EASTWICK PROJECT	
REVISED: AUGUST 26, 1957	
DRAWN BY: A. W. DATE: 9 MARCH, 1955	



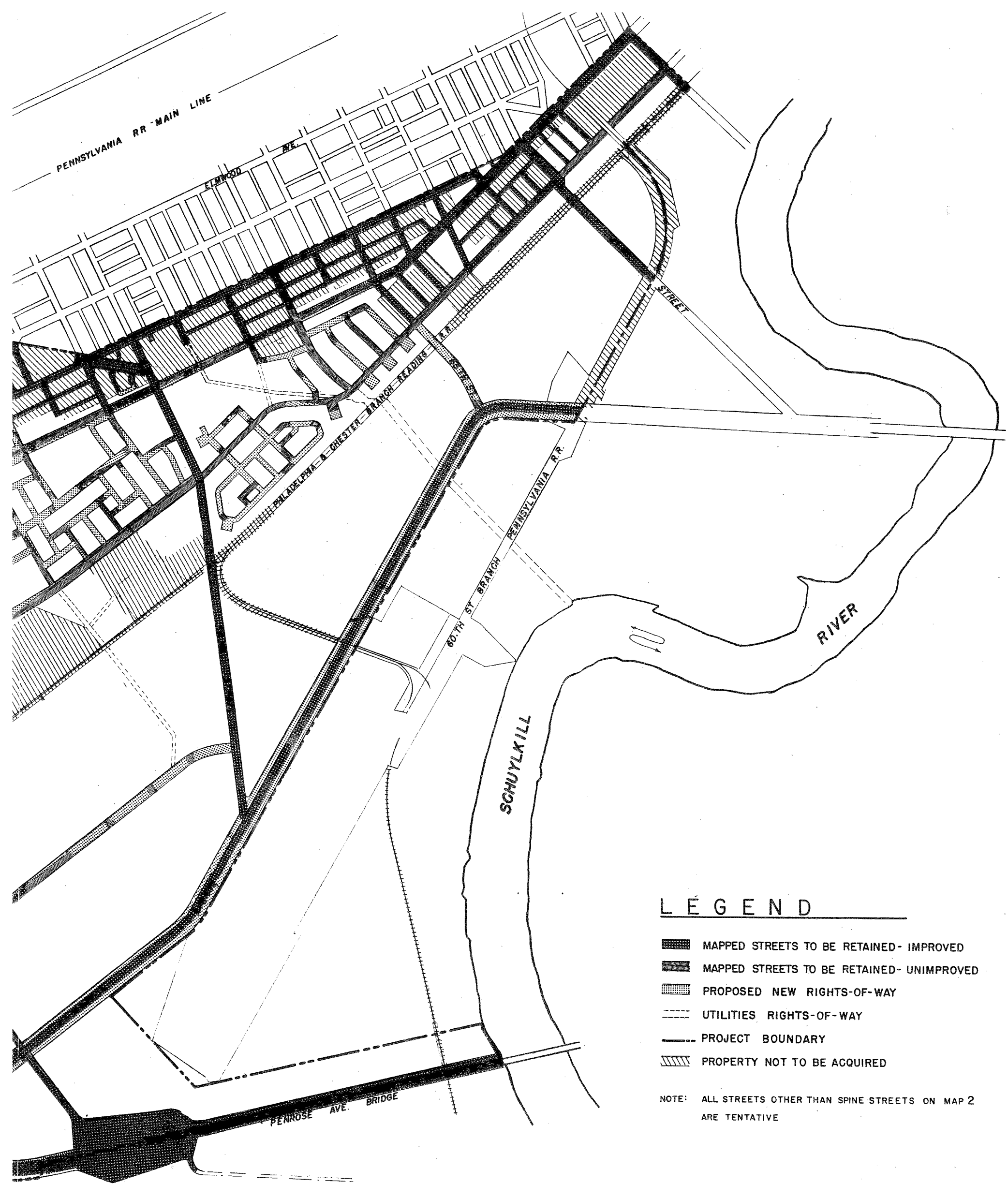


LEGEND

-  MAPPED STREETS TO BE VACATED - IMPROVED
-  MAPPED STREETS TO BE VACATED - UNIMPROVED
-  MAPPED STREETS TO BE RETAINED
-  PROJECT BOUNDARY

REDEVELOPMENT AUTHORITY OF THE CITY OF PHILADELPHIA	
EASTWICK PROJECT ENGINEERS 1420 WALNUT STREET PHILADELPHIA, PA.	
HARRIS-DECHANT ASSOCIATES CONSULTING ENGINEERS	HENRY S. CHURCHILL PLANNING CONSULTANT
STREET AND HIGHWAY ADJUSTMENTS PLAN	
BASED ON EXISTING STREET PLAN PRALDCA000035	
REVISED: AUGUST 26, 1957	
DRAWN BY: JC - MC DATE: MARCH 9, 1956	





LEGEND

- MAPPED STREETS TO BE RETAINED- IMPROVED
- MAPPED STREETS TO BE RETAINED- UNIMPROVED
- PROPOSED NEW RIGHTS-OF-WAY
- UTILITIES RIGHTS-OF-WAY
- PROJECT BOUNDARY
- PROPERTY NOT TO BE ACQUIRED

NOTE: ALL STREETS OTHER THAN SPINE STREETS ON MAP 2 ARE TENTATIVE

REDEVELOPMENT AUTHORITY OF THE CITY OF PHILADELPHIA

'EASTWICK PROJECT ENGINEERS
1420 WALNUT STREET PHILADELPHIA, PA.

HARRIS-DECHANT ASSOCIATES
CONSULTING ENGINEERS

HENRY S. CHURCHILL
PLANNING CONSULTANT

STREET AND HIGHWAY ADJUSTMENTS PLA

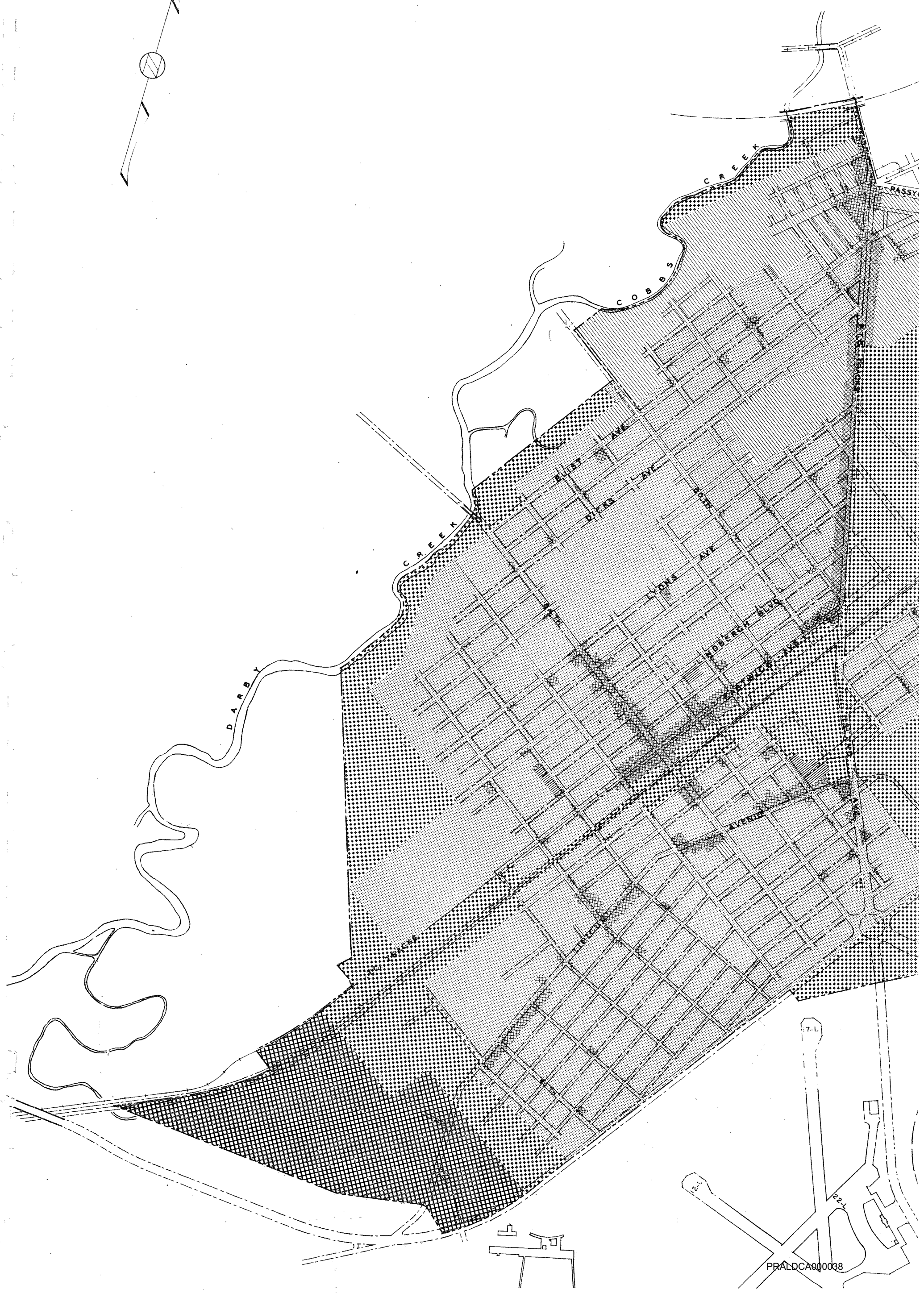
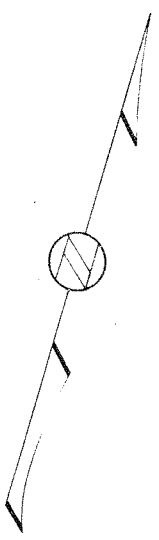
BASED ON PROPOSED STREET PLAN

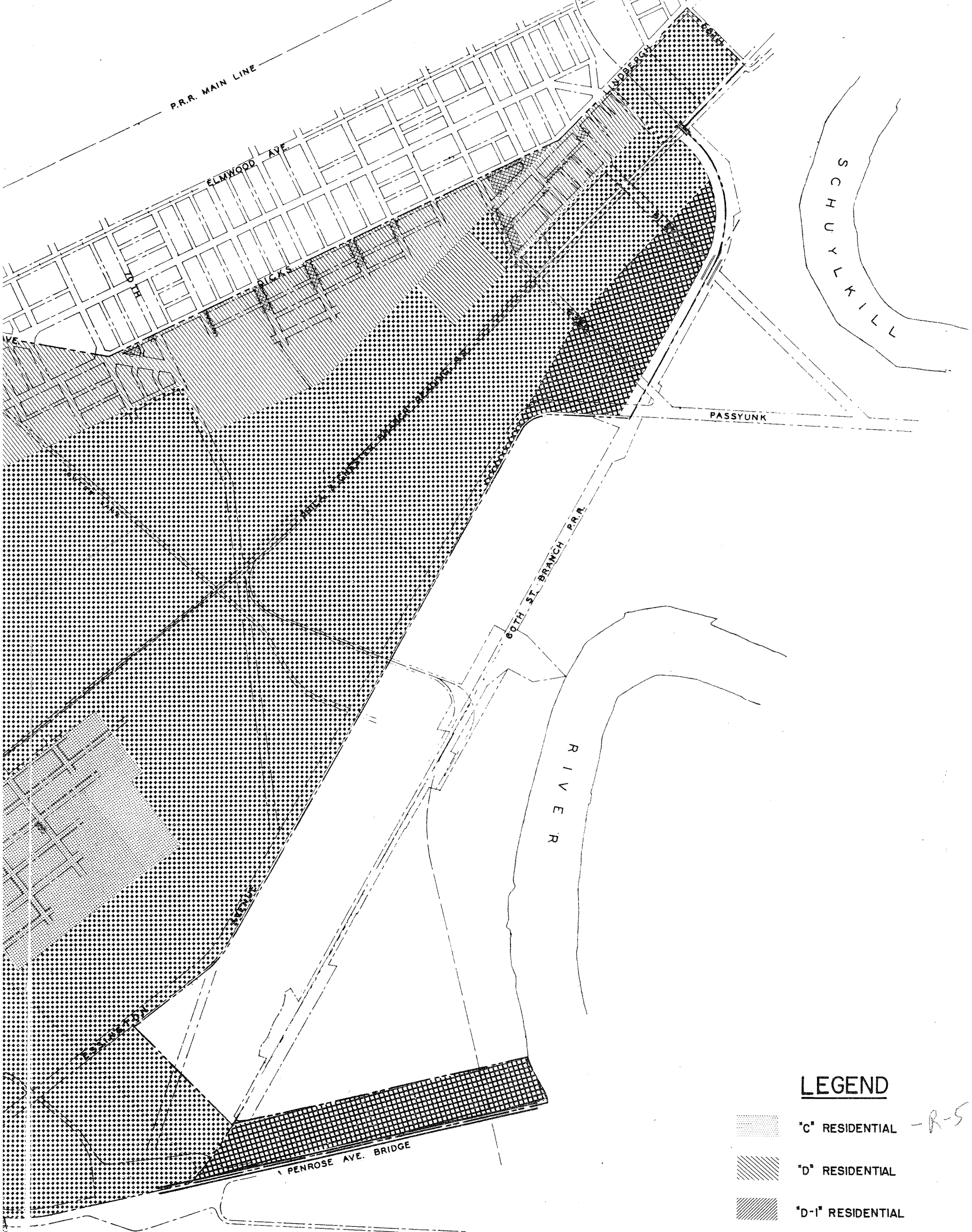
REVISED: AUGUST 26, 1957

DRAWN BY: JG - MC DATE: MARCH 9, 1956

PRALDCA000037

MAD NO. 2





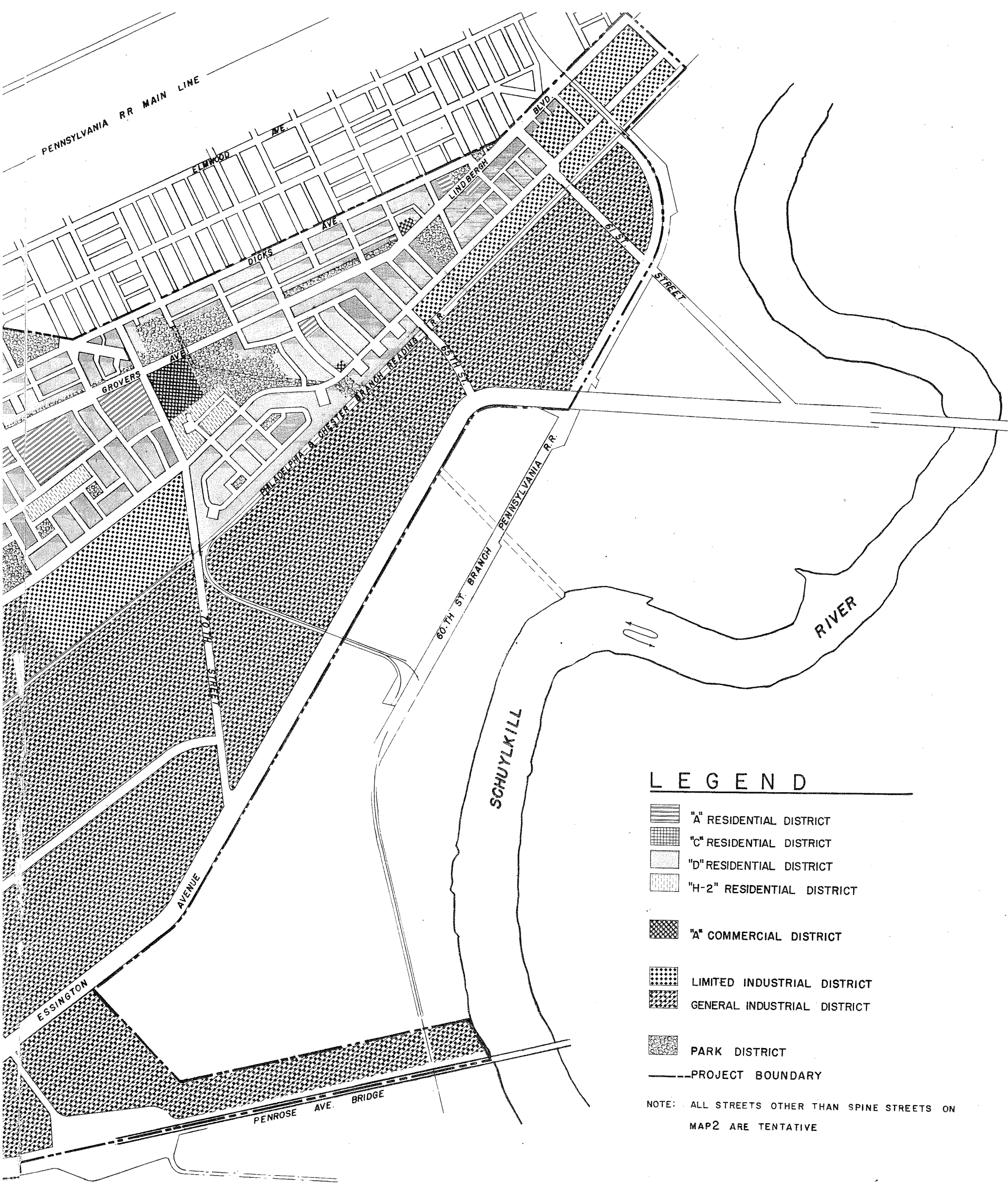
LEGEND

- "C" RESIDENTIAL -R-5
- "D" RESIDENTIAL
- "D-1" RESIDENTIAL
- "A" COMMERCIAL -C-2
- GENERAL INDUSTRIAL G-2
- LEAST RESTRICTED










REDEVELOPMENT AUTHORITY OF THE CITY OF PHILADELPHIA	
EASTWICK PROJECT ENGINEERS 1420 WALNUT STREET PHILADELPHIA, PA.	
HARRIS-DECHANT ASSOCIATES CONSULTING ENGINEERS	HENRY S. CHURCHILL PLANNING CONSULTANT
EXISTING ZONING	
PRALDCA000039	
REVISED AUG. 26, 1957*	
DRAWN BY:	DATE: NOV., 1954



PHILADELPHIA
INTERNATIONAL
AIRPORT

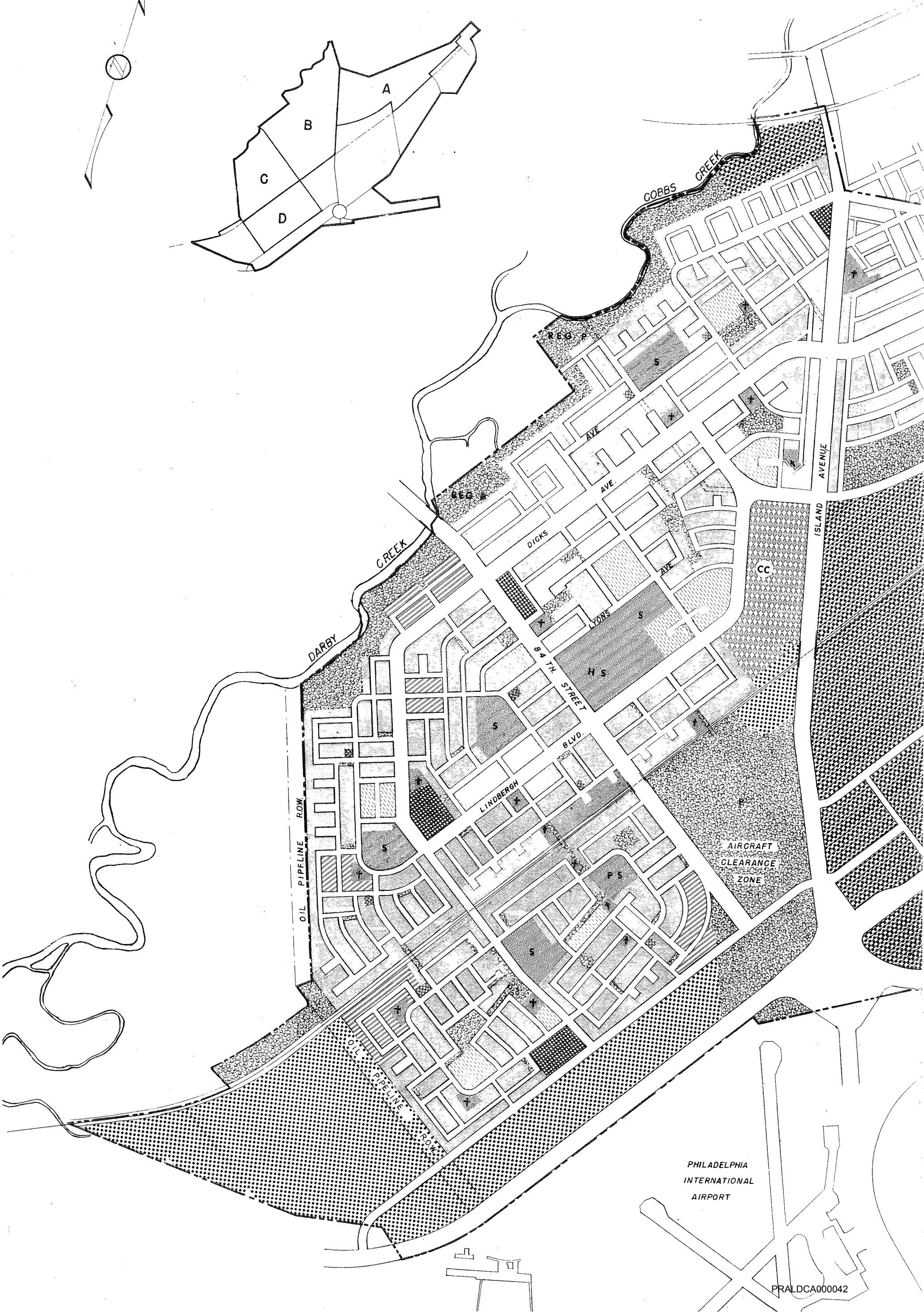
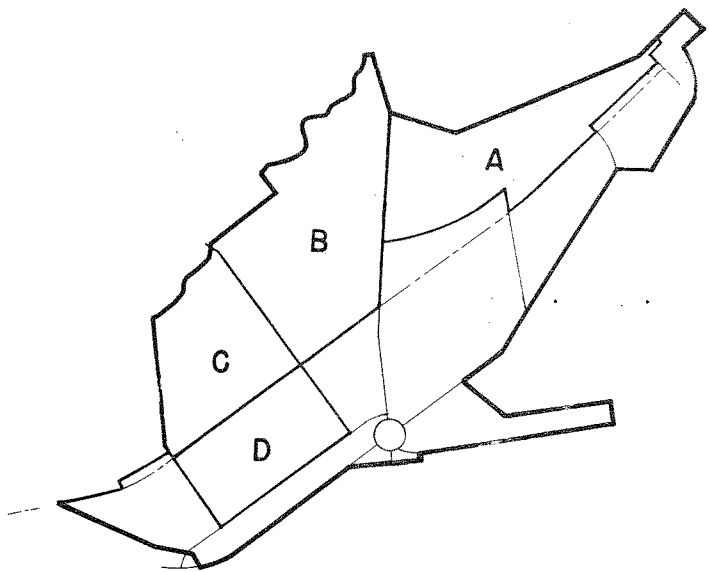
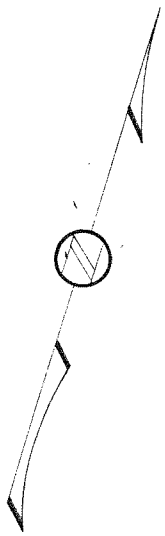


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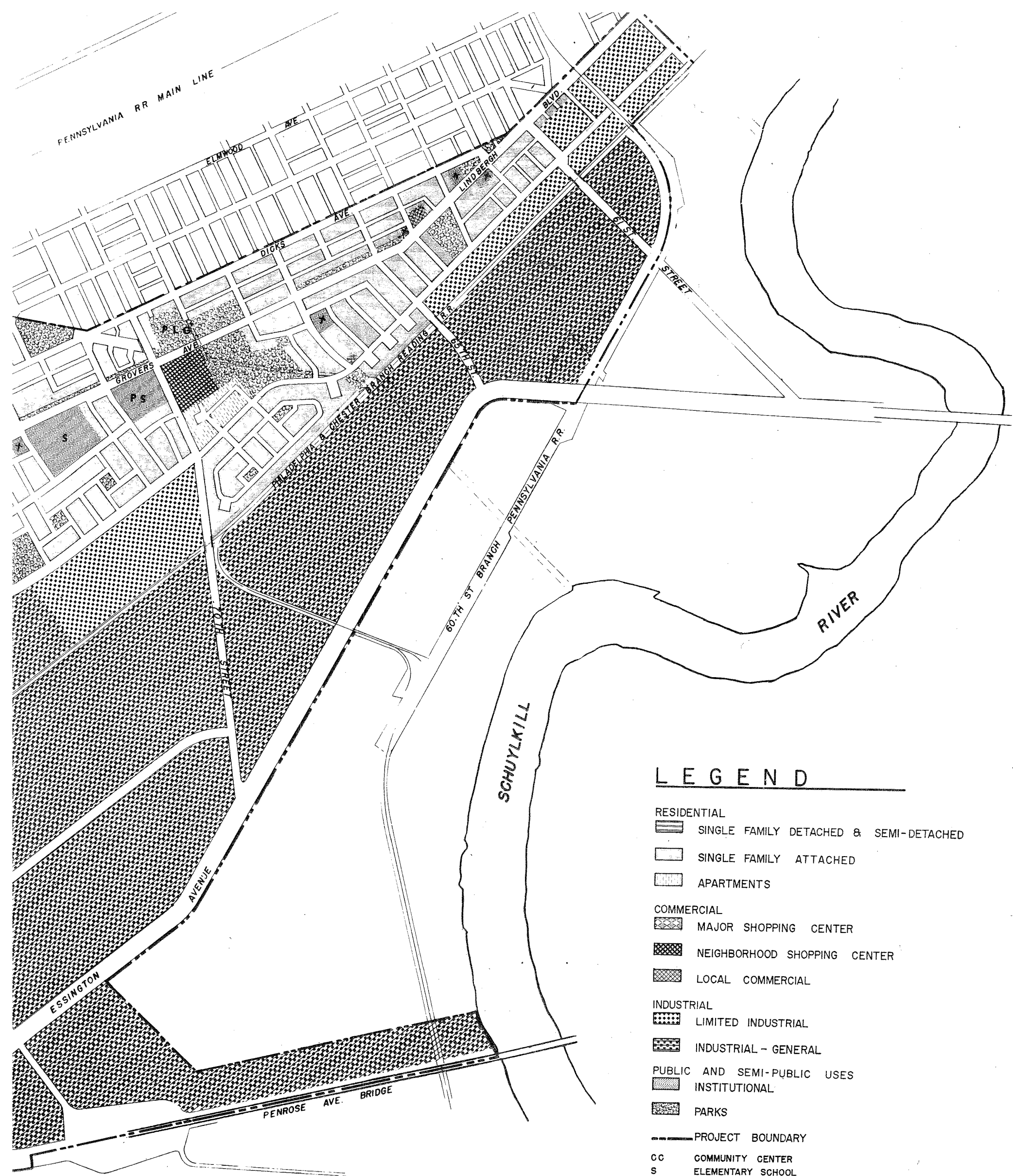
-  "A" RESIDENTIAL DISTRICT
-  "C" RESIDENTIAL DISTRICT
-  "D" RESIDENTIAL DISTRICT
-  "H-2" RESIDENTIAL DISTRICT
-  "A" COMMERCIAL DISTRICT
-  LIMITED INDUSTRIAL DISTRICT
-  GENERAL INDUSTRIAL DISTRICT
-  PARK DISTRICT
-  PROJECT BOUNDARY

NOTE: ALL STREETS OTHER THAN SPINE STREETS ON MAP2 ARE TENTATIVE

REDEVELOPMENT AUTHORITY OF THE CITY OF PHILADELPHIA	
EASTWICK PROJECT ENGINEERS 1420 WALNUT STREET PHILADELPHIA, PA.	
HARRIS-DECHANT ASSOCIATES CONSULTING ENGINEERS	HENRY S. CHURCHILL PLANNING CONSULTANT
ZONING PLAN	
PRALDCA000041	
REVISED: AUGUST 26, 1957**	
DRAWN BY: J.C. - R.H. DATE: MARCH 9, 1956	



PHILADELPHIA
INTERNATIONAL
AIRPORT



LEGEND

RESIDENTIAL

- SINGLE FAMILY DETACHED & SEMI-DETACHED
- SINGLE FAMILY ATTACHED
- APARTMENTS

COMMERCIAL

- MAJOR SHOPPING CENTER
- NEIGHBORHOOD SHOPPING CENTER
- LOCAL COMMERCIAL

INDUSTRIAL

- LIMITED INDUSTRIAL
- INDUSTRIAL - GENERAL

PUBLIC AND SEMI-PUBLIC USES

- INSTITUTIONAL
- PARKS

PROJECT BOUNDARY

- CC COMMUNITY CENTER
- S ELEMENTARY SCHOOL
- HS HIGH SCHOOL
- PS PAROCHIAL SCHOOL
- P PARK
- PLG PLAYGROUND
- + CHURCHES

NOTE: ALL STREETS OTHER THAN SPINE STREETS
ON MAP 2 ARE TENTATIVE

REDEVELOPMENT AUTHORITY OF THE CITY OF PHILADELPHIA

EASTWICK PROJECT ENGINEERS
1420 WALNUT STREET PHILADELPHIA, PA.

HARRIS-DECHANT ASSOCIATES
CONSULTING ENGINEERS

HENRY S. CHURCHILL
PLANNING CONSULTANT

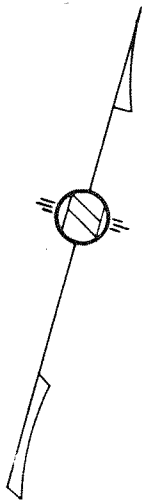
PROJECT AREA PLAN PROPOSED LAND USES

REVISED: AUGUST 26, 1967*

DRAWN BY: JC - RH DATE: MARCH 9, 1956

PRALDCA000043

MAP NO. 2





LEGEND

- INDICATES EXISTING SEWERS & MANHOLES
LABEL INDICATES TYPE
- ┴--- INDICATES EXISTING SEWERS & DROP MANHOLES
- +--- INDICATES PROPOSED SEWERS & MANHOLES
LABEL INDICATES TYPE
- INDICATES STANDARD CITY INLETS WITH
15" DIA. OUTFALL PIPE

REDEVELOPMENT AUTHORITY OF THE CITY OF PHILADELPHIA	
EASTWICK PROJECT ENGINEERS PHILADELPHIA, PA.	
HARRIS-DECHANT ASSOCIATES CONSULTING ENGINEERS	HENRY S. CHURCHILL PLANNING CONSULTANT
SANITARY & STORM PRALDCA000045 SEWER PLAN	
REVISED: AUGUST 26, 1957	





LEGEND

- WATER LINES**
- — — — — EXISTING WATER LINES
 - — — — — PROPOSED WATER LINES
 - GATE VALVE
 - G.V. GEARED VALVE
 - B.O. BLOW-OFF VALVE
 - A.V. AIR VALVE
 - ○ FIRE HYDRANT WITH GATE VALVE
 - — — — — OTHER EXISTING LINES IDENTIFIED
 - - - - - PROPOSED ELECTRIC LINES
 - — — — — PROPOSED AERIAL LINE
 - — — — — PROPOSED RELOCATION OF 6" N.T.C.

ABBREVIATIONS

- R/W RIGHT OF WAY
- S.V. SOCONY VACUUM OIL LINE
- K.O.C. KEYSTONE OIL COMPANY
- G.O. GULF OIL COMPANY
- N.T.C. NATIONAL TRANSIT CO.
- B.T. BELL TELEPHONE
- T.E.G. TEXAS EASTERN GAS

REDEVELOPMENT AUTHORITY
OF THE CITY OF PHILADELPHIA

EASTWICK PROJECT ENGINEERS
PHILADELPHIA, PA.

HARRIS-DECHANT ASSOCIATES
CONSULTING ENGINEERS

HENRY S. CHURCHILL
PLANNING CONSULTANT

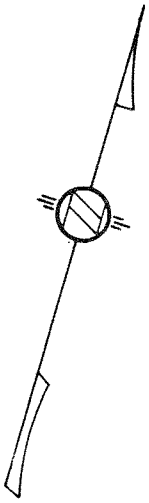
WATER & OTHER UTILITIES

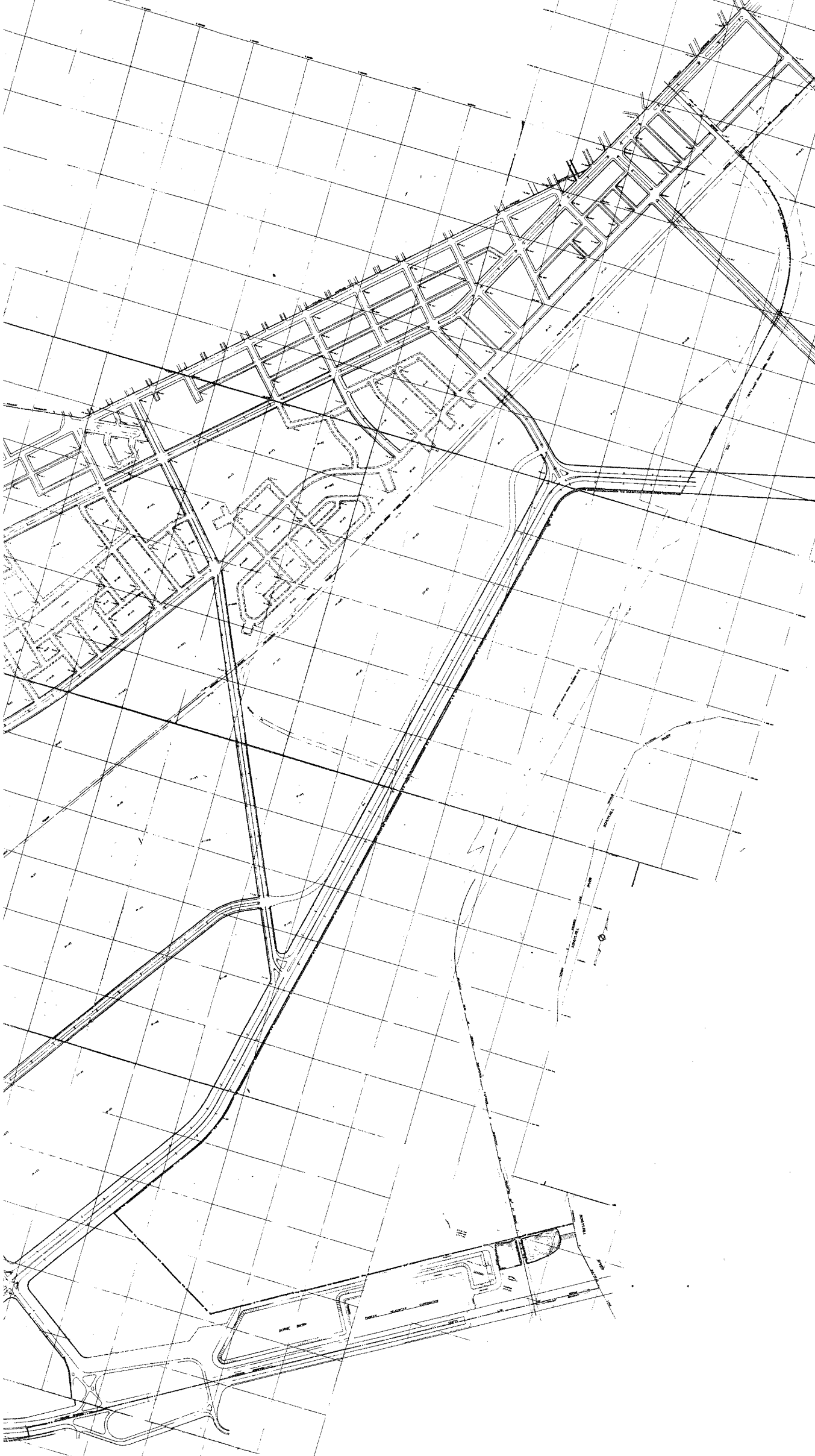
PLAN

PRALDCA000047

REVISED: AUGUST 28, 1967

DRAWN BY: DATE: 9 MARCH, 1966





LEGEND

- POLE TYPE STREET STANDARD
- SINGLE DAVIT STREET LIGHT
- DOUBLE DAVIT STREET LIGHT
- F.G. FINISHED GRADE
- (F-3') FILL

REDEVELOPMENT AUTHORITY
OF THE CITY OF PHILADELPHIA

EASTWICK PROJECT ENGINEERS
PHILADELPHIA, PA.

HARRIS-DECHANT ASSOCIATES
CONSULTING ENGINEERS

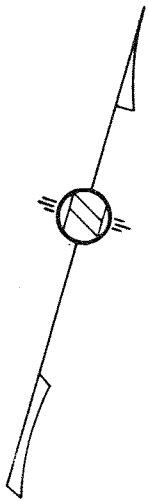
HENRY S. CHURCHILL
PLANNING CONSULTANT

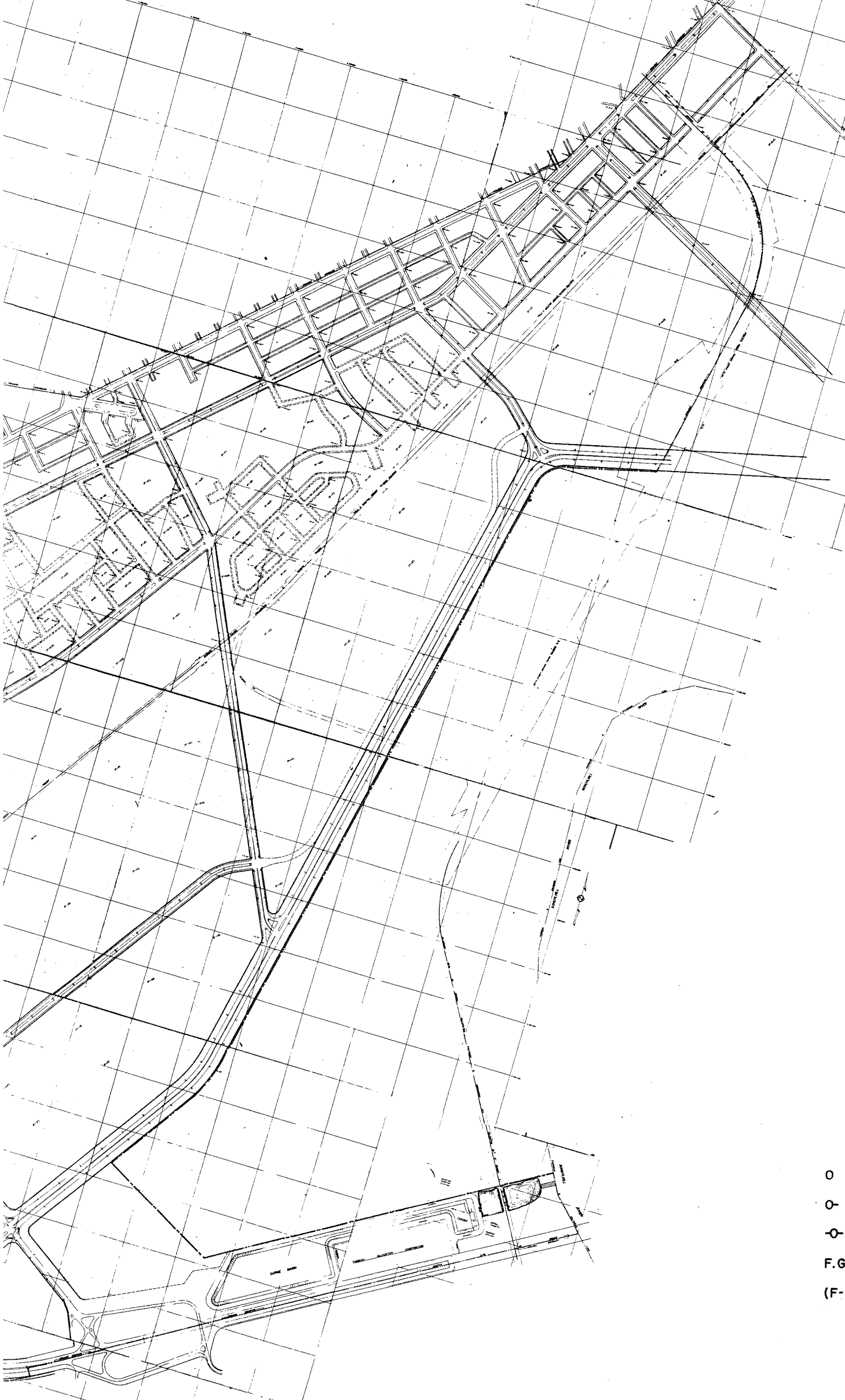
MAJOR GRADING
AND
SPECIAL SITE IMPROVEMENT
PLAN

REVISED: AUGUST 26, 1957

DRAWN BY:

DATE: 9 MARCH 1958



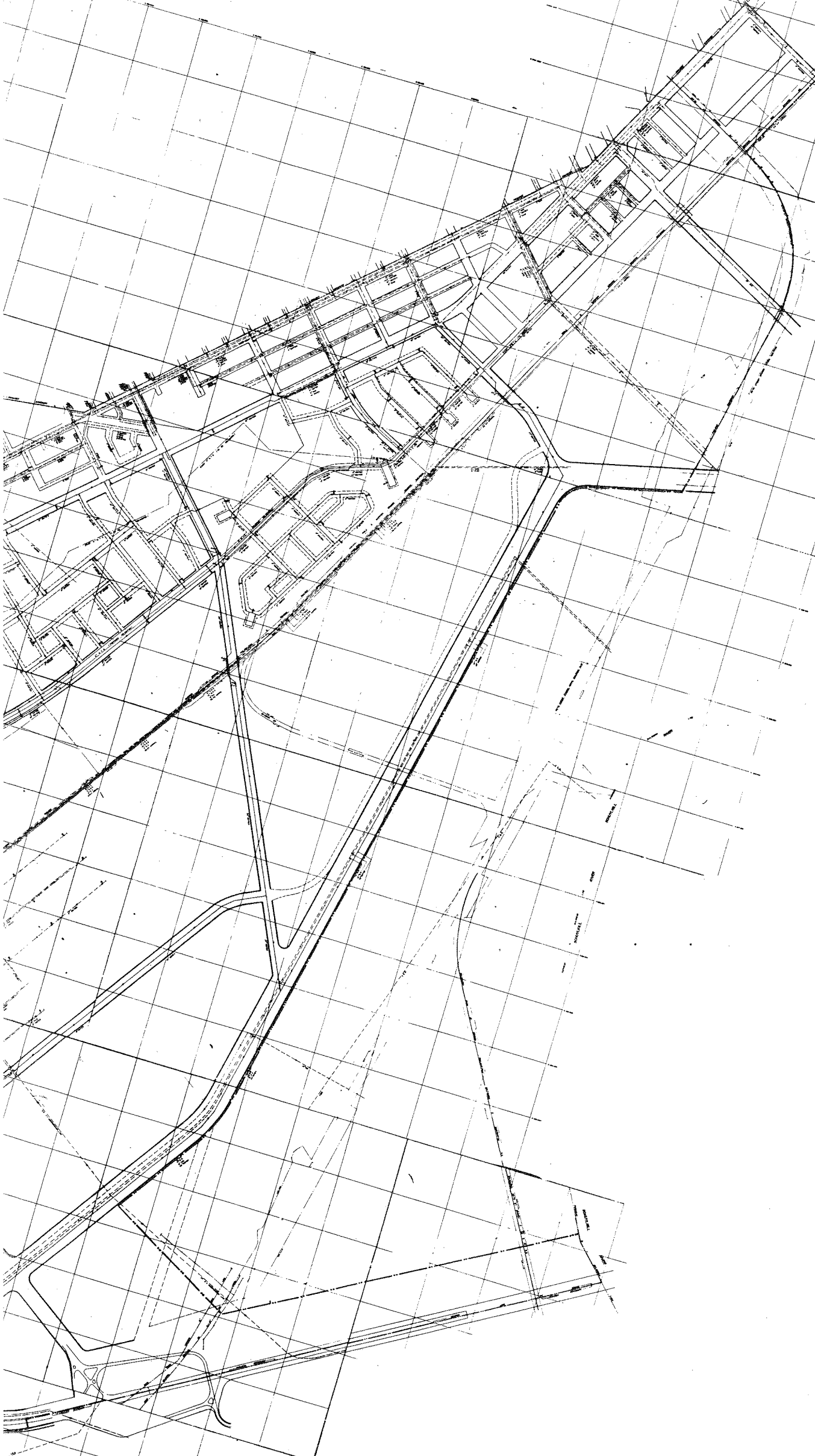


LEGEND

- O POLE TYPE STREET STANDARD
- O- SINGLE DAVIT STREET LIGHT
- O- DOUBLE DAVIT STREET LIGHT
- F.G. FINISHED GRADE
- (F-3') FILL

REDEVELOPMENT AUTHORITY OF THE CITY OF PHILADELPHIA	
EASTWICK PROJECT ENGINEERS PHILADELPHIA, PA.	
HARRIS-DECHANT ASSOCIATES CONSULTING ENGINEERS	HENRY S. CHURCHILL PLANNING CONSULTANT
MAJOR GRADING AND SPECIAL SITE IMPROVEMENT PLAN BRALDCA000051	
REVISED: AUGUST 26, 1957	DATE: 9 MARCH, 1956





LEGEND

WATER LINES	
---	EXISTING WATER LINES
---	PROPOSED WATER LINES
○	GATE VALVE
○G.V.	GEARED VALVE
○B.O.	BLOW-OFF VALVE
●A.V.	AIR VALVE
●○	FIRE HYDRANT WITH GATE VALVE
---	OTHER EXISTING LINES IDENTIFIED
- - -	PROPOSED ELECTRIC LINES
---	PROPOSED AERIAL LINE
---	PROPOSED RELOCATION OF 6" N.T.C.

ABBREVIATIONS

R/W	RIGHT OF WAY
S.V.	SOCONY VACUUM OIL LINE
K.O.C.	KEYSTONE OIL COMPANY
G.O.	GULF OIL COMPANY
N.T.C.	NATIONAL TRANSIT CO.
B.T.	BELL TELEPHONE
T.E.G.	TEXAS EASTERN GAS

REDEVELOPMENT AUTHORITY
OF THE CITY OF PHILADELPHIA

EASTWICK PROJECT ENGINEERS
PHILADELPHIA, PA.

HARRIS-DECHANT ASSOCIATES
CONSULTING ENGINEERS

HENRY S. CHURCHILL
PLANNING CONSULTANT

WATER & OTHER UTILITIES

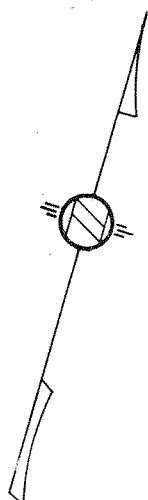
PLAN

PRALDCA000053

REVISED: AUGUST 26, 1957

DRAWN BY:

DATE: 8 MARCH, 1956

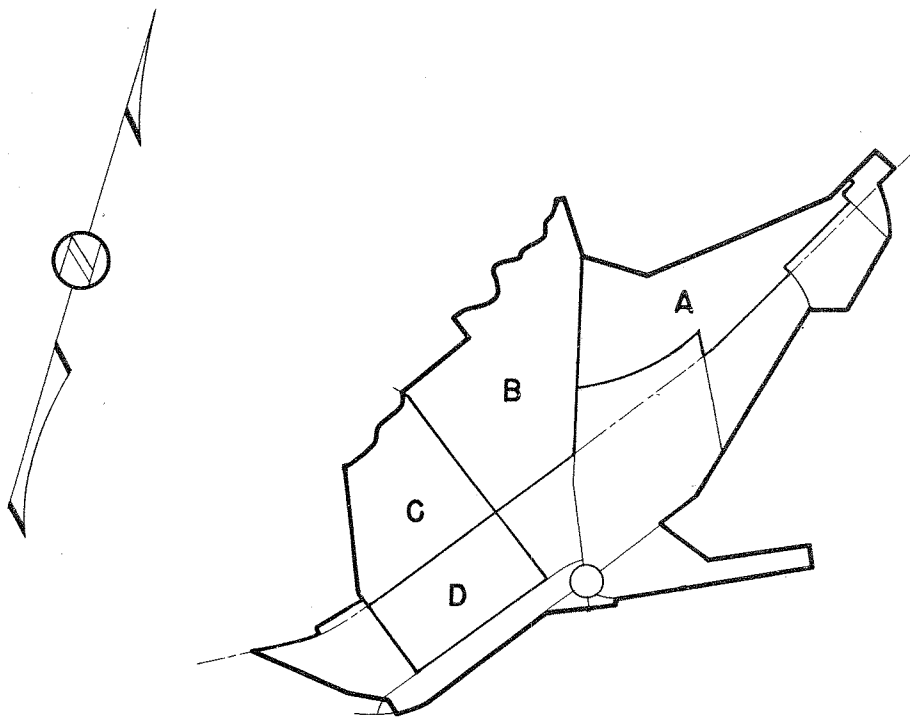


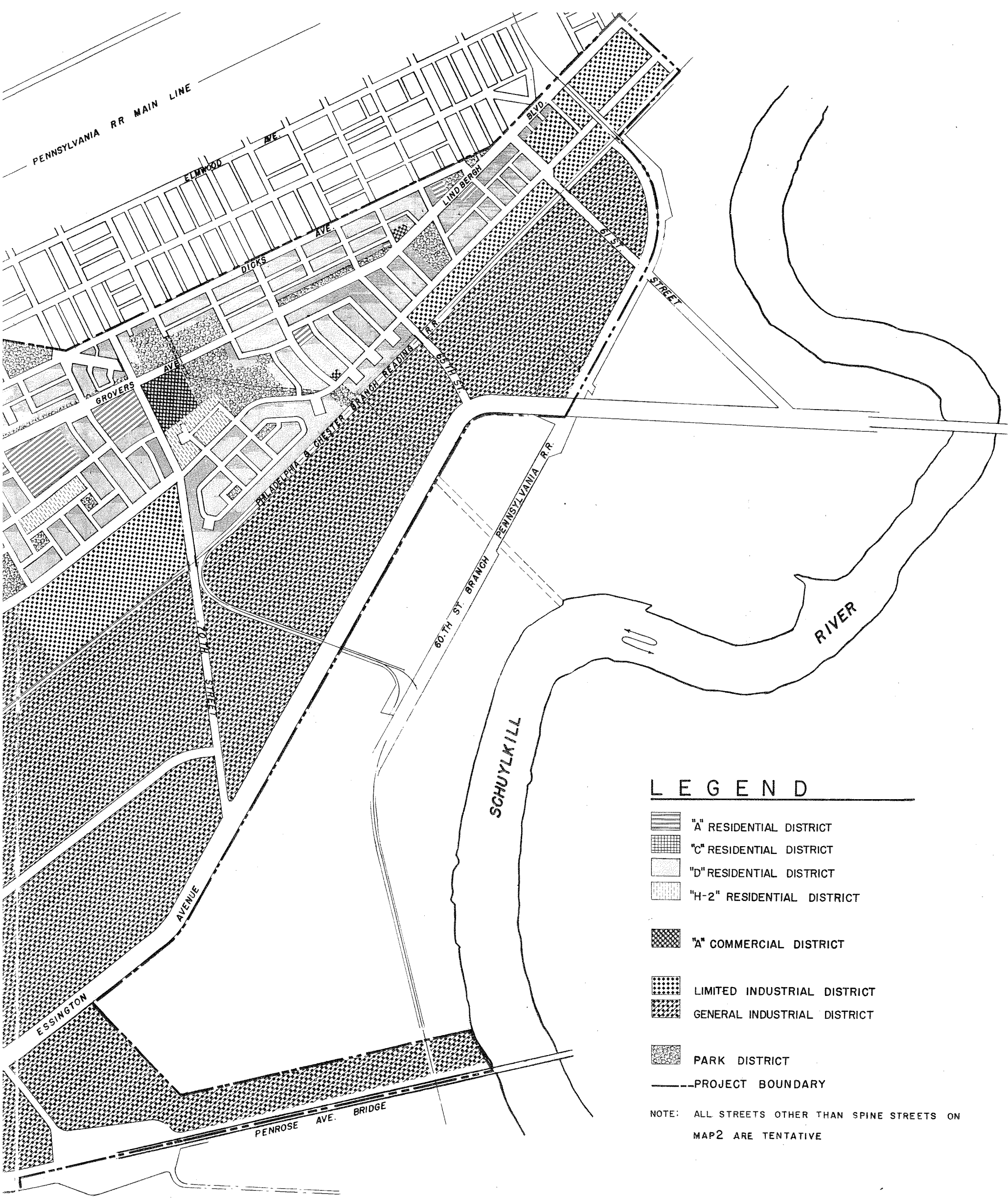


LEGEND

- INDICATES EXISTING SEWERS & MANHOLES
LABEL INDICATES TYPE
- INDICATES EXISTING SEWERS & DROP MANHOLES
- INDICATES PROPOSED SEWERS & MANHOLES
LABEL INDICATES TYPE
- INDICATES STANDARD CITY INLETS WITH
15" DIA. OUTFALL PIPE

REDEVELOPMENT AUTHORITY OF THE CITY OF PHILADELPHIA	
EASTWICK PROJECT ENGINEERS PHILADELPHIA, PA.	
HARRIS-DECHANT ASSOCIATES CONSULTING ENGINEERS	HENRY S. CHURCHILL PLANNING CONSULTANT
SANITARY & STORM SEWER PLAN	
REVISED: AUGUST 26, 1957 DRAWN BY: DATE: 9 MARCH 1956	





LEGEND

- "A" RESIDENTIAL DISTRICT
- "C" RESIDENTIAL DISTRICT
- "D" RESIDENTIAL DISTRICT
- "H-2" RESIDENTIAL DISTRICT
- "A" COMMERCIAL DISTRICT
- LIMITED INDUSTRIAL DISTRICT
- GENERAL INDUSTRIAL DISTRICT
- PARK DISTRICT
- PROJECT BOUNDARY

NOTE: ALL STREETS OTHER THAN SPINE STREETS ON MAP2 ARE TENTATIVE

REDEVELOPMENT AUTHORITY
OF THE CITY OF PHILADELPHIA

EASTWICK PROJECT ENGINEERS
1420 WALNUT STREET
PHILADELPHIA, PA.

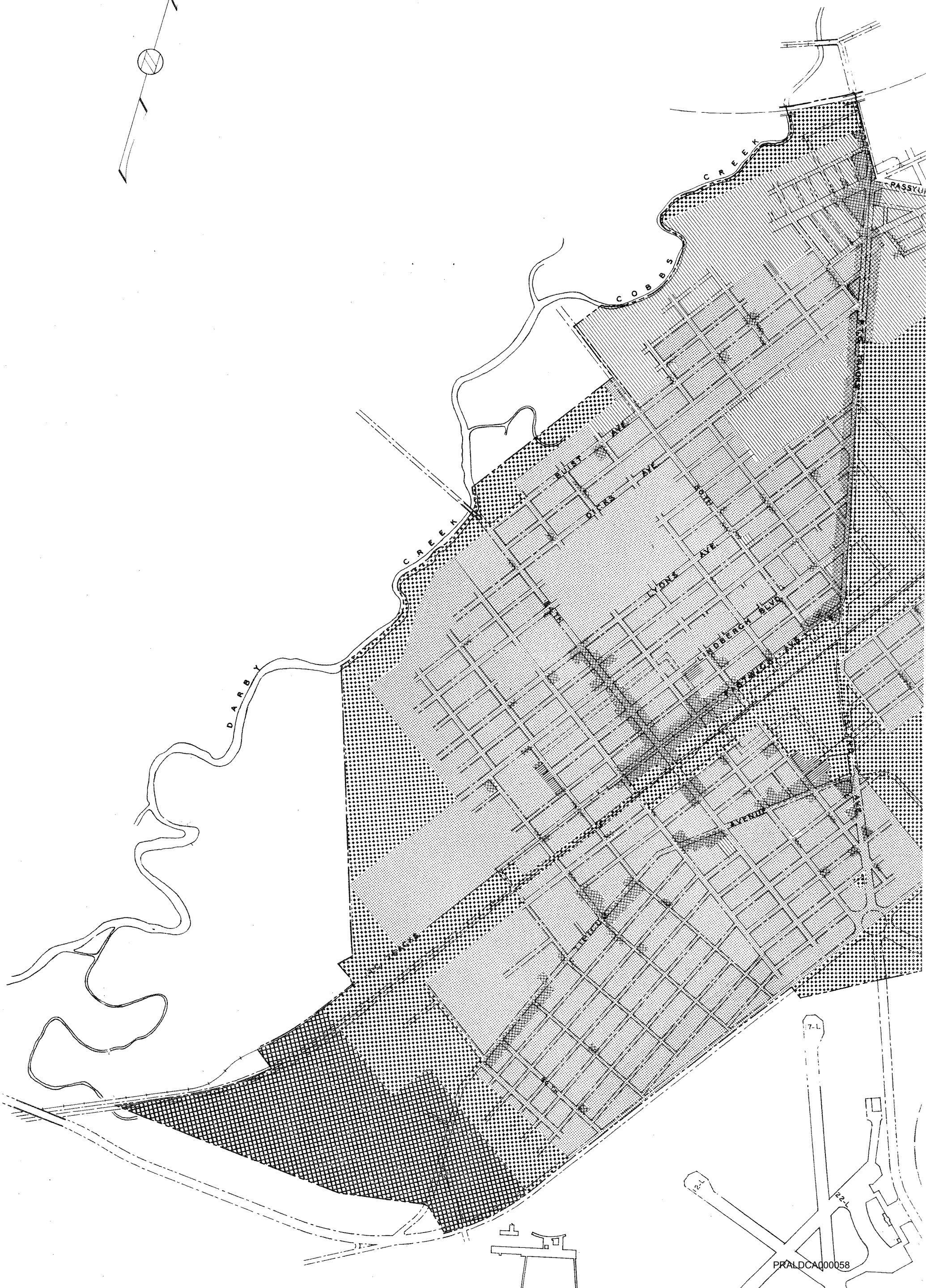
HARRIS-DECHANT ASSOCIATES
CONSULTING ENGINEERS

HENRY S. CHURCHILL
PLANNING CONSULTANT

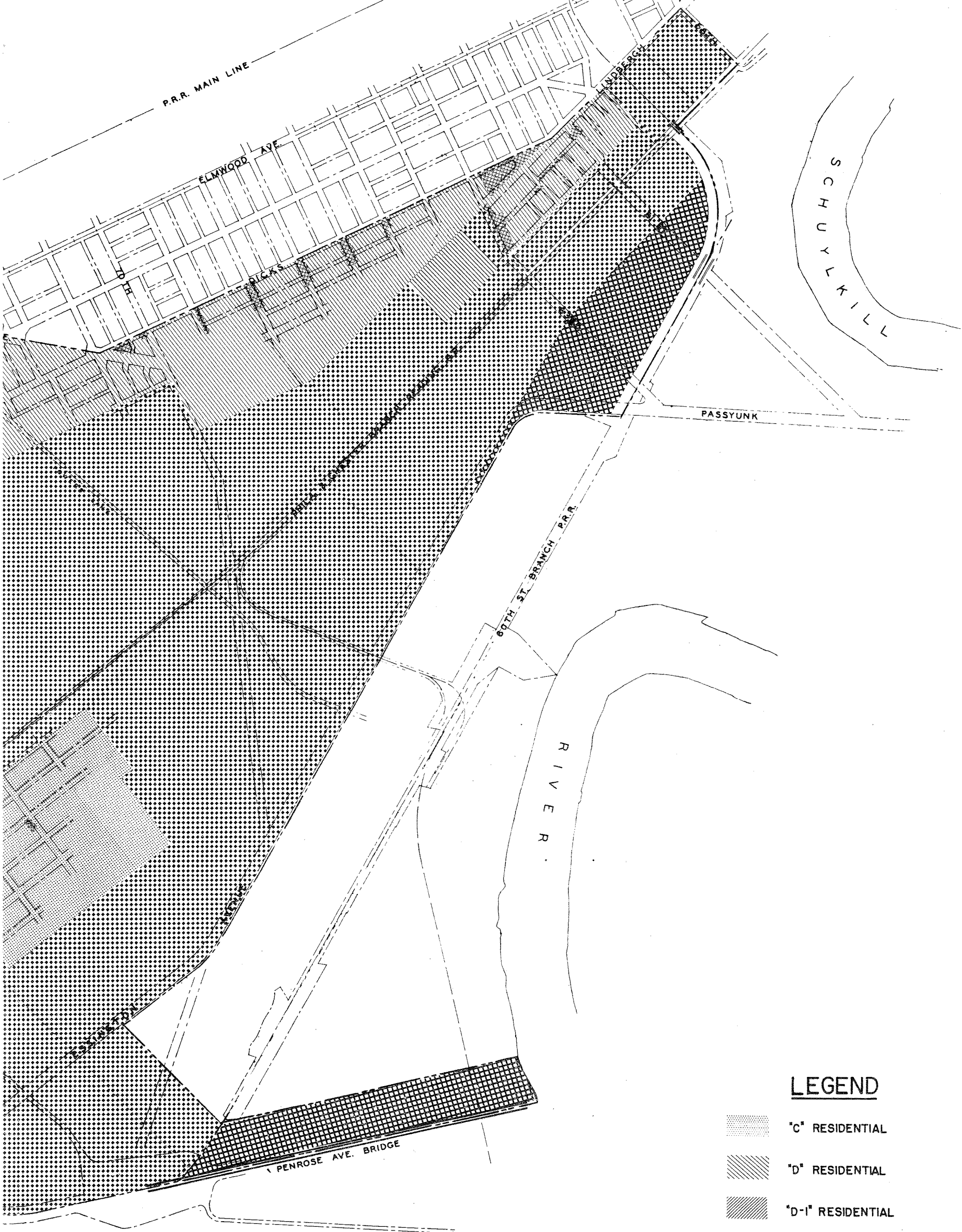
ZONING PLAN

PRALDCA000057

REVISED: AUGUST 26, 1957**



PRALDCA000058



LEGEND

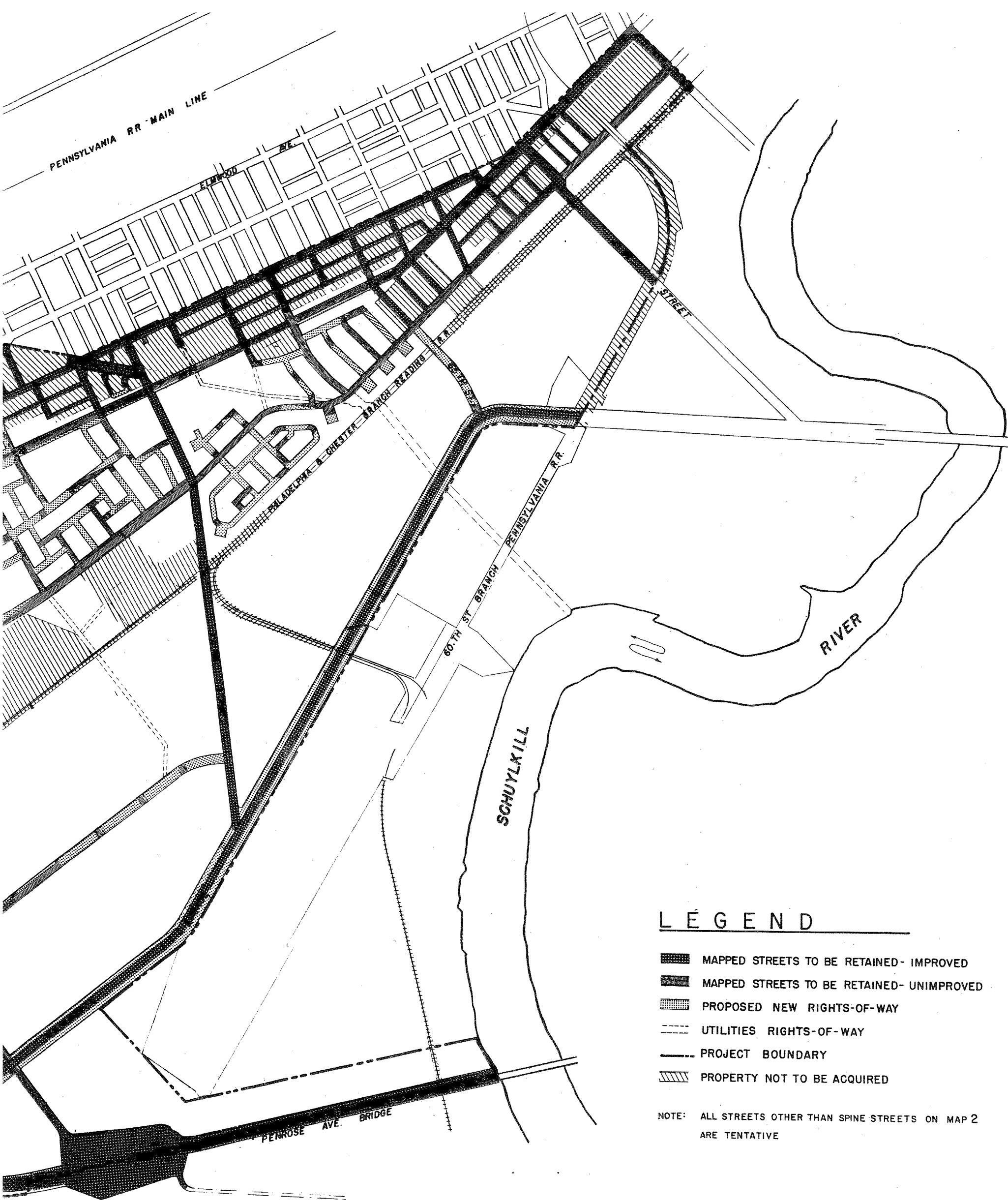
- "C" RESIDENTIAL
- "D" RESIDENTIAL
- "D-1" RESIDENTIAL
- "A" COMMERCIAL
- GENERAL INDUSTRIAL
- LEAST RESTRICTED

REDEVELOPMENT AUTHORITY OF THE CITY OF PHILADELPHIA		
EASTWICK PROJECT ENGINEERS 1420 WALNUT STREET PHILADELPHIA, PA.		
HARRIS-DECHANT ASSOCIATES CONSULTING ENGINEERS	HENRY S. CHURCHILL PLANNING CONSULTANT	
EXISTING ZONING		
REVISED AUG. 26, 1957* PRALDCA000059		
DRAWN BY:	DATE: NOV., 1954	MAD NO. 5









PHILADELPHIA
INTERNATIONAL
AIRPORT

PRALDCA000060



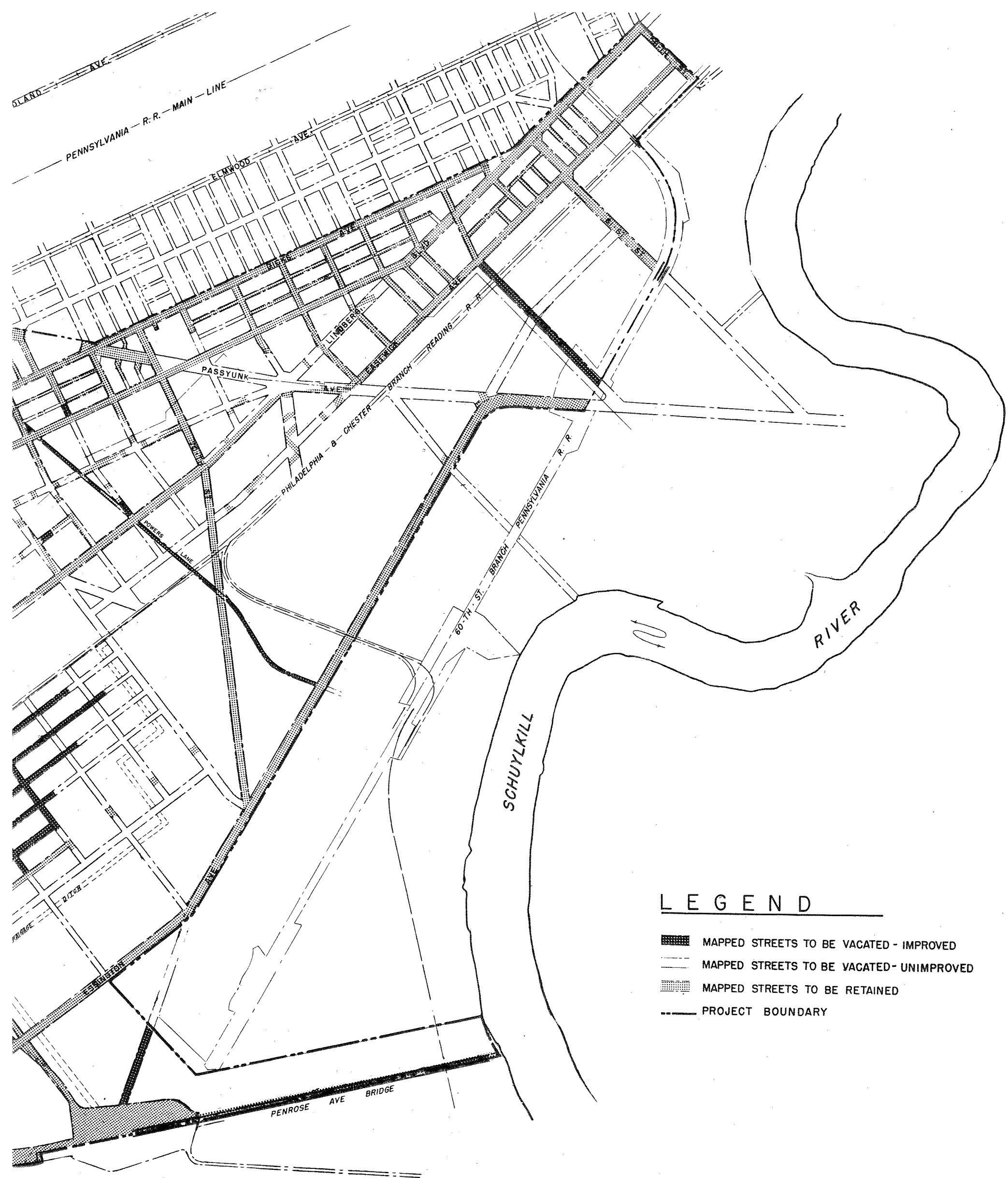
LEGEND

-  MAPPED STREETS TO BE RETAINED- IMPROVED
-  MAPPED STREETS TO BE RETAINED- UNIMPROVED
-  PROPOSED NEW RIGHTS-OF-WAY
-  UTILITIES RIGHTS-OF-WAY
-  PROJECT BOUNDARY
-  PROPERTY NOT TO BE ACQUIRED

NOTE: ALL STREETS OTHER THAN SPINE STREETS ON MAP 2
ARE TENTATIVE

REDEVELOPMENT AUTHORITY OF THE CITY OF PHILADELPHIA	
EASTWICK PROJECT ENGINEERS 1420 WALNUT STREET PHILADELPHIA, PA.	
HARRIS-DECHANT ASSOCIATES CONSULTING ENGINEERS	HENRY S. CHURCHILL PLANNING CONSULTANT
STREET AND HIGHWAY ADJUSTMENTS PLAN	
BASED ON PROPOSED STREET PLAN <small>PRALDCA000061</small>	
<small>REVISED: AUGUST 26, 1957 DRAWN BY: JG - MC DATE: MARCH 9, 1956</small>	





LEGEND

- MAPPED STREETS TO BE VACATED - IMPROVED
- MAPPED STREETS TO BE VACATED - UNIMPROVED
- MAPPED STREETS TO BE RETAINED
- PROJECT BOUNDARY

REDEVELOPMENT AUTHORITY
OF THE CITY OF PHILADELPHIA

EASTWICK PROJECT ENGINEERS
1420 WALNUT STREET PHILADELPHIA, PA.

HARRIS-DECHANT ASSOCIATES
CONSULTING ENGINEERS

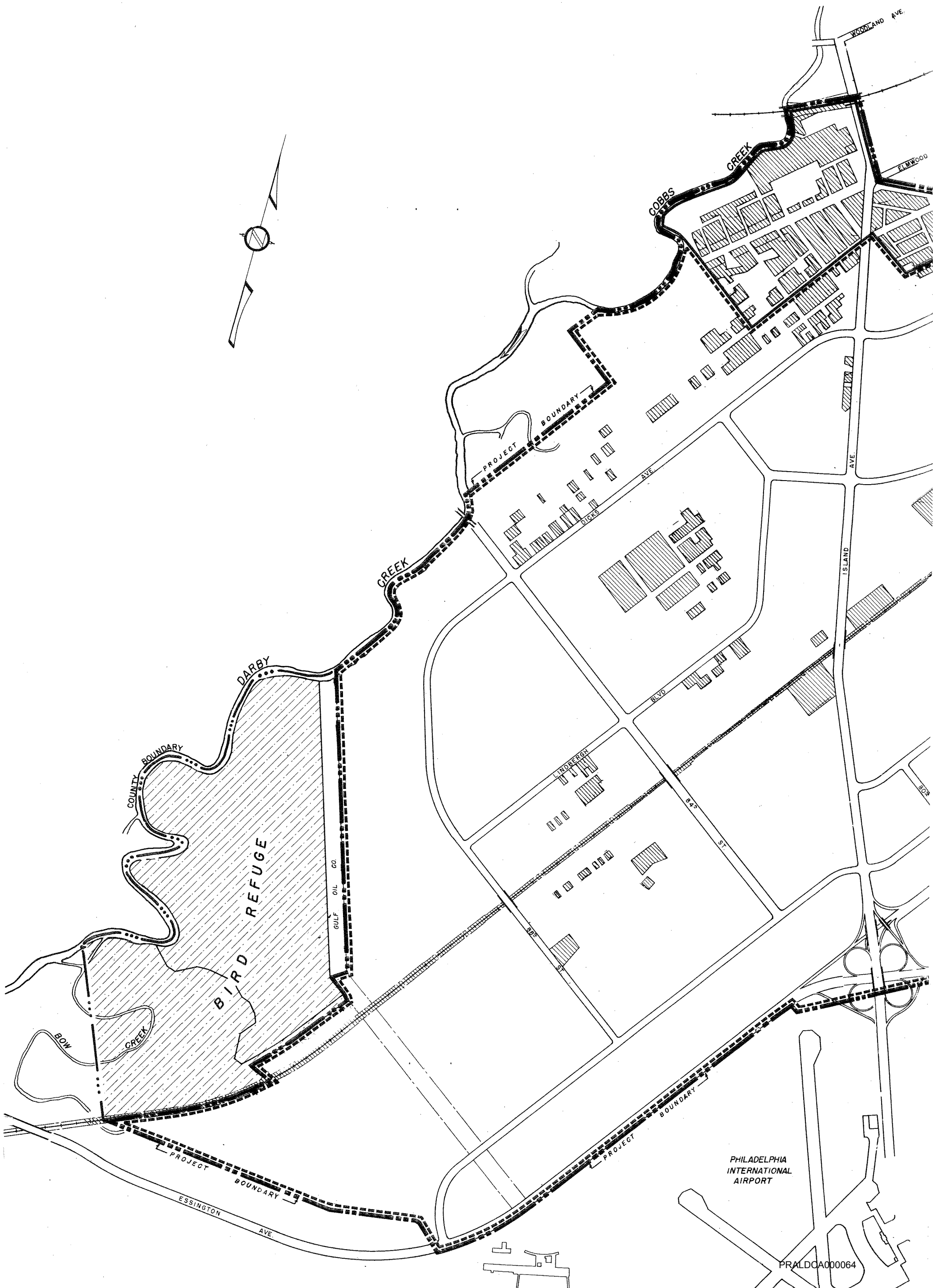
HENRY S. CHURCHILL
PLANNING CONSULTANT

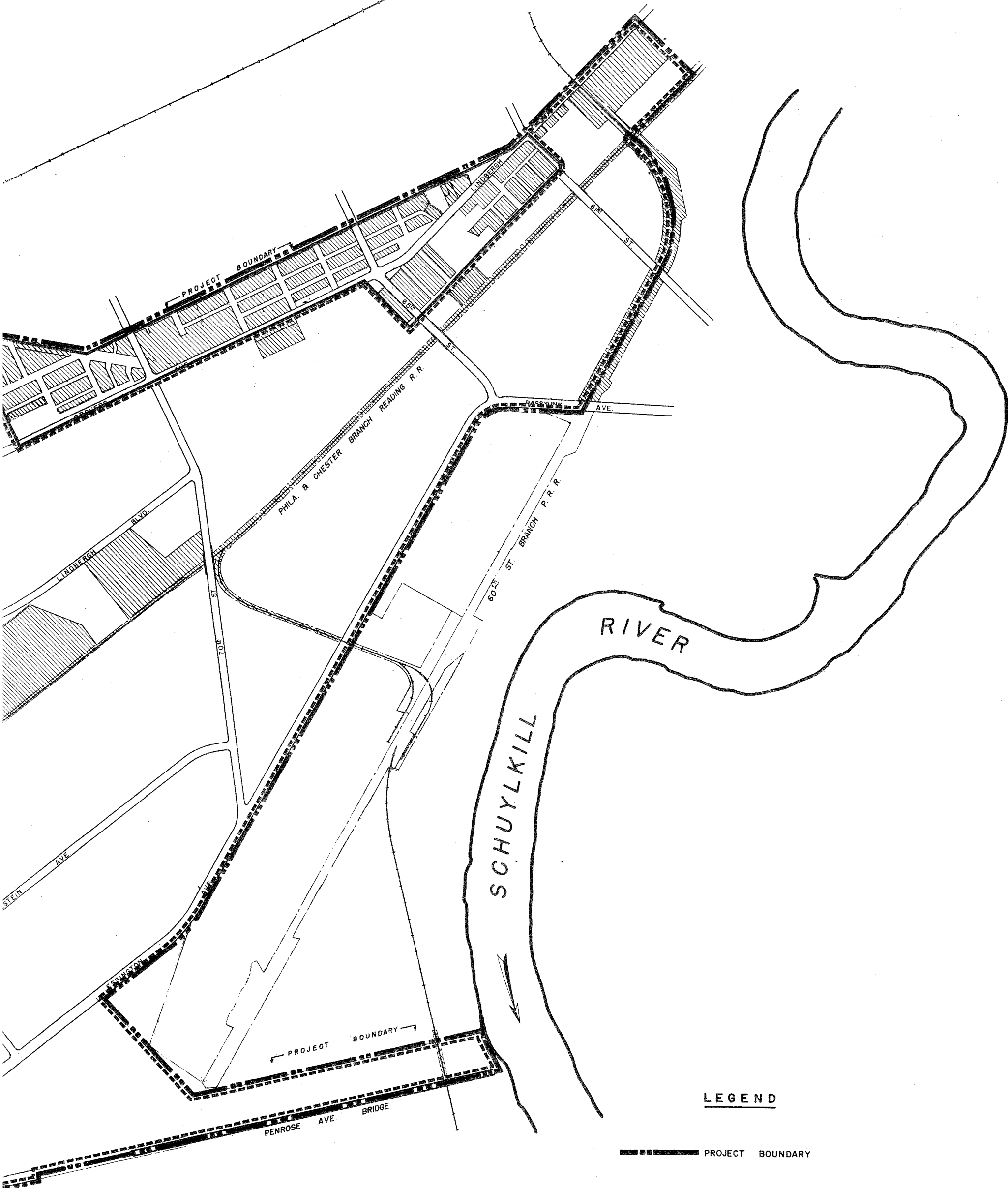
STREET AND HIGHWAY ADJUSTMENTS PLAN

BASED ON EXISTING STREET PLAN
PRALDCA000063

REVISED: AUGUST 26, 1957

DRAWN BY: J.C. - M.C. DATE: MARCH 9, 1956



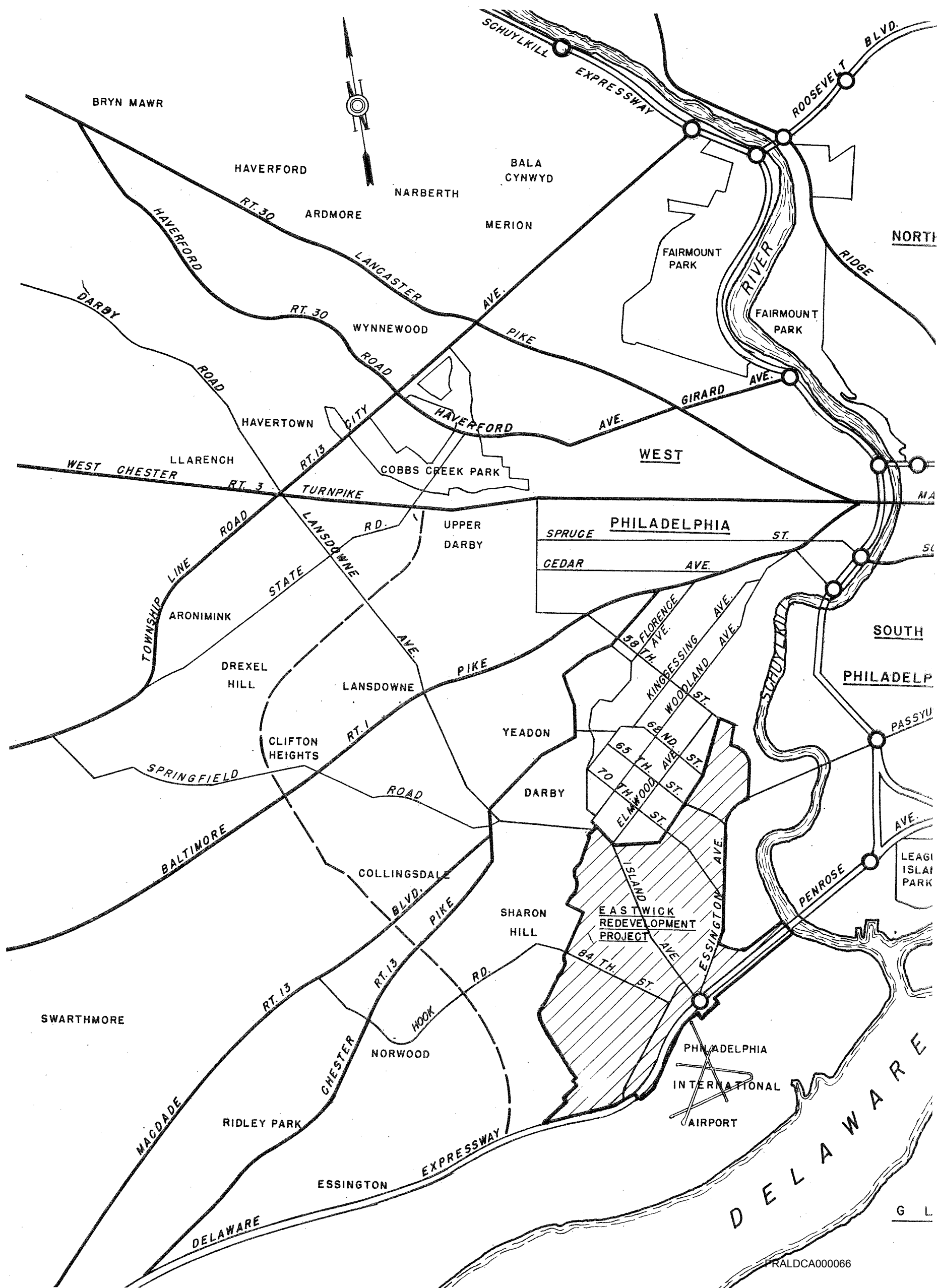


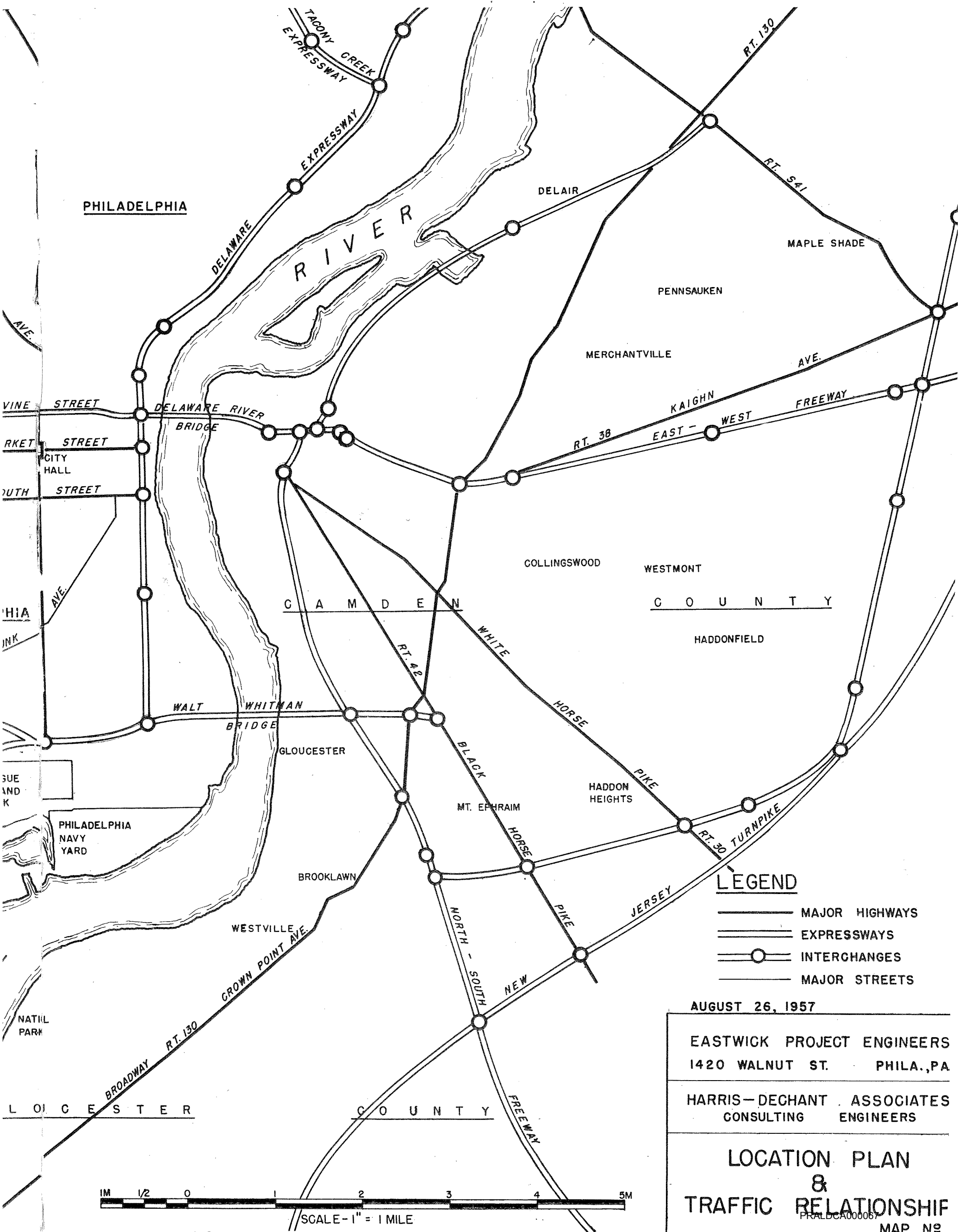
LEGEND

- PROJECT BOUNDARY
- REHABILITATION AND CONSERVATION SECTION
- REDEVELOPMENT AND SLUM CLEARANCE SECTION
- SHADED AREAS INDICATE PROPERTIES WHICH ARE NOT TO BE ACQUIRED.

SPIKE STREETS AS SHOWN ARE NOT SUBJECT TO CHANGE

REDEVELOPMENT AUTHORITY OF THE CITY OF PHILADELPHIA	
EASTWICK PROJECT ENGINEERS 1420 WALNUT STREET PHILADELPHIA, PA.	
HARRIS-DECHANT ASSOCIATES CONSULTING ENGINEERS	HENRY S. CHURCHILL PLANNING CONSULTANT
PROJECT AREA BOUNDARY	
EASTWICK PROJECT	
REVISED: AUGUST 26, 1957	





MAP NO. 10

EASTWICK
URBAN RENEWAL PLAN

EASTWICK REDEVELOPMENT PROJECT

AUGUST 26, 1957
as revised

REDEVELOPMENT AUTHORITY
OF THE
CITY OF PHILADELPHIA

REDEVELOPMENT AUTHORITY
of the
CITY OF PHILADELPHIA

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PROJECT CONSULTANTS

Harris-Dechant Associates, Consulting Engineers
Henry S. Churchill, Planning Consultant
Jack Kendree, Planning Consultant

INTRODUCTION

The Eastwick Urban Renewal Plan area lies in southwest Philadelphia, adjacent to the International Airport and some forty minutes by public transportation from City Hall. It is generally bounded by 58th Street on the northeast, by Essington Avenue on the east, the Industrial Highway on the south and by the Delaware County line, Passyunk and Dicks Avenues to the west and northwest. It is traversed lengthwise by the Chester branch of the Reading Railroad. The Industrial Highway (Essington Avenue) affords direct through highway connection with Wilmington to the south, Center City, the Walt Whitman Bridge, and when constructed, the Delaware Expressway. See Map #1, Location Plan and Traffic Relationship.

The purpose of the redevelopment is to remove the blighting elements which have prevented this area from developing as a normal part of the City. Many of the dwellings in the area are substandard. Considerable portions of the project area are not built up; improvements in the form of sewers, drainage, and other facilities are minimal or inadequate and a great many of the vacant parcels are tax delinquent.

It is proposed to clear, fill and drain this area and provide basic public utilities so that the land may be developed for residential, commercial and industrial uses with adequate community facilities for the anticipated population. The Urban Renewal Plan sets forth these proposed land uses, and the controls which will regulate the manner of developing the area. By the carrying out of this Plan, the area will become a safe and desirable place to live and work. The Plan has been designed to provide especially for a maximum of privacy for living, accessibility of shopping and recreation areas, and safety for school children.

As approved by Board Resolution No. 1442, dated June 7, 1957, of the Redevelopment Authority of the City of Philadelphia, this project is being undertaken with the assistance of the Housing and Home Finance Agency, Urban Renewal Administration, pursuant to the Federal Housing Act of 1954, as amended, and the Commonwealth of Pennsylvania Urban Redevelopment Law of 1945, P. L. 991, as amended.

A. DESCRIPTION OF THE PARTS CONSTITUTING THE URBAN RENEWAL PLAN

PAGE

A list of the parts of the Urban Renewal Plan is as follows:

A.	Description of the Parts Constituting the Urban Renewal Plan	1
B.	Description of Urban Renewal Area	3
C.	Urban Renewal Project Activities Proposed	4
D.	Execution of Urban Renewal Plan	4
E.	Planning and Project Improvement Proposals	4
F.	Rehabilitation of Structures	5
G.	Land Acquisition, Demolition and Clearance	7
H.	Regulations and Controls	8
I.	Conformity to General Plan and Workable Program	17
J.	Official Actions to Carry out Plan	17
K.	Changes in Approved Plans	18

EXHIBITS

Title

a.	Eastwick Urban Renewal Area Legal Description
Map No.	
1.	Location Plan & Traffic Relationship
2.	Project Area Boundary
3.	Street and Highway Adjustments Plan - based on existing street plan
4.	Street and Highway Adjustments Plan - based on proposed street plan
5.	Existing Zoning
5-A.	Zoning Plan
6.	Project Area Plan
7.	Sanitary & Storm Sewer Plan
8.	Water & Other Utilities Plan
9.	Major Grading & Special Site Improvement Plan
10.	Project Boundary
Table 1	Residential Regulations and Controls
Table 2	Industrial Area Controls
Table 3	Industrial Off-Street Parking Space

B. DESCRIPTION OF URBAN RENEWAL AREA

1. Map

Map No. 2, Project Area Boundary, indicates the general boundaries of the Urban Renewal Area, the Slum Clearance and Redevelopment Section, and the Rehabilitation and Conservation Section.

2. Boundary Description

a. Urban Renewal Area

All those certain lots or pieces of ground situated in the 40th Ward of the City of Philadelphia, Pennsylvania, beginning at the point of intersection of the west side of Lindbergh Boulevard with the north side of 58th Street; thence east to the center line of the Philadelphia-Chester Branch of the Reading Railroad; thence south along the center line to the center line of the 60th Street Branch of the Pennsylvania Railroad; thence southeast and south along the Pennsylvania center line to the southeast side of Passyunk Avenue; thence southwest on Passyunk Avenue to the southeast side of Essington Avenue; thence south on Essington Avenue to the intersection of Essington Avenue with the south property line of Gulf Oil Corporation; thence southeast approximately on this property line to the intersection of said line with a line approximately 500 feet from and parallel to the Penrose Avenue Bridge; thence northeast along said parallel line to the pierhead and bulkhead line of the Schuylkill River; thence southeast along said line to the center line of Penrose Avenue Bridge; thence south along the same and the southeast side of Penrose Avenue to Essington Avenue; thence southwest along Essington Avenue to the Delaware County line; thence northeast approximately 1,800 feet along the Reading Railroad to a point; thence along an irregular line to the northeastern right-of-way of the Gulf Oil pipeline; thence west and north along said right-of-way to Darby Creek; thence along the low water line of Darby Creek on the Philadelphia side to 84th Street; thence along the County line to a point on Cobbs Creek near 78th Street; thence along the low water line of Cobbs Creek on the Philadelphia side; thence along the center line of Cobbs Creek to the northwest boundary of the right-of-way of the Pennsylvania Railroad; thence northeast on same to the northeast side of Island Avenue; thence along same to northwest side of Passyunk Avenue; thence along same to the northwest side of Dicks Avenue; thence along same to the west side of Lindbergh Boulevard; thence along same to the place of beginning, containing 2,506 acres more or less and as shown on Map No. 2 entitled Project Area Boundary and as described in detail in the legal description entitled Exhibit a, and Map No. 10 entitled Project Boundary.

b. Slum Clearance and Redevelopment Section

All those certain lots or pieces of ground situated in the 40th Ward of the City of Philadelphia, Pennsylvania, beginning at the point of intersection of the west side of Lindbergh Boulevard with the north side of 58th Street; thence east to the center line of the Philadelphia-Chester Branch of the Reading Railroad; thence south along the center line of the 60th Street Branch of the Pennsylvania Railroad; thence southeast and south along the Pennsylvania Railroad center line to the southeast side of Passyunk Avenue; thence southwest on Passyunk Avenue to the southeast side of Essington Avenue; thence south on Essington Avenue to the intersection of Essington Avenue with the south property line of Gulf Oil Corporation; thence southeast approximately on this property line to the intersection of said line with a line approximately 500 feet from and parallel to the Penrose Avenue Bridge; thence northeast along said parallel line to the pierhead and bulkhead line of the Schuylkill River; thence southeast along said line to the center line of Penrose Avenue Bridge; thence south along the same and the southeast side of Penrose Avenue to Essington Avenue; thence southwest along Essington Avenue to the Delaware County line; thence west along the County line to the Reading Railroad; thence northeast approximately 1,800 feet along the Reading Railroad to a point; thence along an irregular line to the northeastern right-of-way of the Gulf Oil pipeline; thence west and north along said right-of-way to Darby Creek; thence along the low water line of Darby Creek on the Philadelphia side to 84th Street; thence along the County line to a point on Cobbs Creek near 78th Street; thence along the low water line of Cobbs Creek on the Philadelphia side to 77th Street; thence east along the north side of 77th Street to the west side of Buist Avenue; thence north along same to the

north side of 74th Street; thence east along same to the northwest side of Dicks Avenue; thence northeast along same to the northeast side of 73rd Street; thence southeast along same to the northwest side of Grovers Avenue; thence northeast along same to the south property line of the Glenorr Subdivision; thence east along same to the west side of Eastwick Avenue; thence north along same to the south side of 61st Street; thence west along same to the west side of Lindbergh Boulevard; thence north along same to the place of beginning; containing 2,291 acres more or less and as shown on Map No. 2 entitled Project Area Boundary.

c. Rehabilitation and Conservation Section

All those certain lots or pieces of ground situated in the 40th Ward of the City of Philadelphia, Pennsylvania, beginning at the point of intersection of the west side of Lindbergh Boulevard with the south side of 61st Street; thence east to the west side of Eastwick Avenue; thence south along same to the south property line of the Glenorr Subdivision; thence west along same to the northwest side of Grovers Avenue; thence southwest along same to the northeast side of 73rd Street; thence northwest along same to the northwest side of Dicks Avenue; thence southwest along same to the north side of 74th Street; thence west along same to the west side of Buist Avenue; thence south along same to the north side of 77th Street; thence west along same to the low water line of Cobbs Creek; thence along the low water line of Cobbs Creek on the Philadelphia side; thence along the center line of Cobbs Creek to the northwest boundary of the right-of-way of the Pennsylvania Railroad; thence northeast on same to the northeast side of Island Avenue; thence along same to the northwest side of Passyunk Avenue; thence along same to the northwest side of Dicks Avenue; thence along same to the west side of Lindbergh Boulevard; thence along same to the place of beginning, containing 215 acres more or less and as shown on Map No. 2 entitled Project Area Boundary.

C. URBAN RENEWAL PROJECT ACTIVITIES PROPOSED

The types of project activity proposed for the Eastwick Urban Renewal Area consist of Slum Clearance and Redevelopment and Rehabilitation or Conservation, each in a substantial portion of the Urban Renewal Area.

D. EXECUTION OF URBAN RENEWAL PLAN

The Redevelopment Authority of the City of Philadelphia has the responsibility for carrying out this Urban Renewal Plan.

The following city agencies have legal authority to carry out the code enforcement activities:

The Building Code	-	Department of Licenses and Inspections
The Housing Code	-	Department of Licenses and Inspections
The Fire Code	-	Fire Department
The Health Code	-	Department of Public Health
The Plumbing Code	-	Department of Licenses and Inspections
The Traffic Code	-	Police Department
The Zoning Code	-	Department of Licenses and Inspections
and Planning Code	-	and City Planning Commission
The National Electrical Code	-	Electrical Branch, Department of Public Property

E. PLANNING AND PROJECT IMPROVEMENT PROPOSALS

Provision is made for a rational distribution of major land uses, a street layout which will be of maximum service to the new areas, and a statement of regulations and controls necessary to carry out the Urban Renewal Plan as conceived.

1. Project Area Plan

Map No. 6 entitled Project Area Plan is included in the Urban Renewal Plan. It shows the street system and proposed land use types within the following categories:

- a. Residential Areas
- b. Commercial Areas
- c. Industrial Areas
- d. Public and Semi-public Uses

2. Zoning Plan

Map No. 5 A entitled Zoning Plan divides the area into appropriate zoning districts.

3. Street and Highway Adjustments Plan

The Street and Highway Adjustments Plan consists of Maps No. 3 and No. 4, showing the existing and proposed street layouts in relation to each other. Map No. 3 uses the existing mapped streets as a base. Map No. 4 uses the proposed mapped streets as a base. Map No. 4 also shows easements and rights-of-way.

The proposed major street layout connects Eastwick to the surrounding area. The minor street network may be modified as sub-division is carried out and as needs of individual redevelopers are taken into account.

4. Public Utilities Plan

The Public Utilities Plan consists of the following drawings which are incorporated in this Urban Renewal Plan.

Map No. 7 - Sanitary and Storm Sewer Plan

Map No. 8 - Water and Other Utilities Plan

5. Special Grading, Drainage, and Filling

Map No. 9 entitled Major Grading and Special Site Improvements Plan, shows the proposed street system in relation to the general cut and fill requirements for the area.

F. REHABILITATION OF STRUCTURES

1. Extent

The Redevelopment Authority will undertake a program to encourage improvement, as needed, of the structures which are within the boundaries of the Eastwick Project but are not to be acquired by the Authority. The majority of these structures lie within the boundary of the Rehabilitation and Conservation Section. However a sizeable number of properties not to be acquired in the Slum Clearance and Redevelopment Section will also be subject to the rehabilitation and conservation program. These properties are identified on Map No. 2 entitled Project Area Boundary.

Preliminary studies have also indicated many houses which are structurally sound, but which must be removed from their present locations in the Slum Clearance and Redevelopment Section. Final determination as to whether these structures can be relocated to other parts of the Project Area awaits detailed engineering studies. The standards to be followed in determining the advisability of moving structures will be marketability, economic feasibility and quality of construction. Project buildings to be relocated on off-site locations within the City of Philadelphia shall be in an area zoned residential and shall have adequate lot size, utilities and community facilities.

All portions of the Rehabilitation and Conservation Section which are not specifically excepted from acquisition on Map No. 2 entitled Project Area Boundary Map are to be acquired.

2. Methods to Be Employed in Achieving Rehabilitation

The methods to be employed in achieving rehabilitation will consist of voluntary action by property owners, code enforcement, rehabilitation of certain acquired structures by private purchasers, special F. H. A. financing aids and the provision of additional public utilities and community facilities.

The conservation and rehabilitation program along with such related activities as relocation and property management, will be administered by Redevelopment Authority personnel with knowledge and experience in such fields as community organization, finance, architecture, landscape architecture, interior design and decoration.

3. Project Standards

The project standards established by this Urban Renewal Plan to achieve the objective of rehabilitation are as follows:

a. Health and Safety Objective

- i. Sanitary objectives must be attained which eliminate conditions causing disease or which are otherwise detrimental to the health of residents and other persons.
 - (a) All facilities necessary for providing adequate heat, lighting, plumbing and general sanitation must be properly installed and maintained in good working condition.
 - (b) Structural and environmental conditions to provide adequate space for occupants and healthy living conditions must be attained.
- ii. Safety objectives providing against failures which might cause injury to persons or damage adjacent buildings must be attained. To assure this:
 - (a) Potential fire hazards must be eliminated.
 - (b) Unsafe yard conditions must be eliminated.
 - (c) The exterior and interior of structures and buildings and all facilities must provide maximum safety.

b. Standards for Rehabilitation of Structures.

Structures and buildings within the rehabilitation area shall be rehabilitated by their owners, subject to the following standards:

i. Facilities

- (a) Heat: Every dwelling unit shall be supplied with heating facilities capable of consistently providing adequate heat to all habitable rooms. All heating equipment shall be safe from fire hazards and shall be maintained in proper working condition.
- (b) Lighting: Every dwelling unit shall be provided with a sufficient number of electrical outlets in each room, capable of safely providing adequate electric circuits.

Every kitchen area shall be provided with a separate circuit of sufficient strength to carry required voltage. All public halls and stairways in multiple dwellings shall be adequately and safely lighted.

- (c) Plumbing: Every dwelling unit shall contain a bathroom containing a flush water closet, a lavatory basin and a bathtub or shower in good working condition, properly connected to sewer systems and with adequate water pressure.
- (d) Hot Water: Every dwelling unit shall be provided with adequate water heating facilities in good working condition properly connected to the bathroom and kitchen facilities.
- (e) Kitchens: Every dwelling unit shall contain space for dry and refrigerated food storage and for a stove or other cooking facilities. Every dwelling unit shall provide an installed kitchen sink in good working condition.

ii. Structural Maintenance Standards

- (a) Each structure containing a dwelling shall have access to a public street.
- (b) Each dwelling unit within a structure shall be provided with safe and unobstructed means of egress.

- (c) Adequate daylight and ventilation must be provided for each habitable room and each room shall have at least one window which can easily be opened; and each bathroom shall be ventilated properly either by a window or an approved mechanical ventilator.
- (d) All inside and outside stairways, rails and porches shall be safely constructed and kept in good repair.
- (e) All walls, ceilings, woodwork, doors and windows shall be kept clean and free of flaking or peeling paint; and all rain water shall be drained so that every dwelling unit shall be kept free of dampness.
- (f) All exterior wood surfaces shall be protected from the elements against decay by paint or other protective coating.

iii. Space and Use Standards

- (a) Every dwelling unit shall contain at least 150 square feet for the first inhabitant and at least 100 square feet for each additional inhabitant to prevent overcrowding.
- (b) Every sleeping room within a dwelling unit shall contain at least 70 square feet for the first inhabitant and when occupied by more than one inhabitant at least 50 square feet for each inhabitant.
- (c) Each bedroom within a dwelling unit containing two or more bedrooms shall have access to a bathroom without passing through another bedroom; and the room arrangement shall provide access to a bedroom without passing through another bedroom or a bathroom.
- (d) Every basement used as a dwelling unit shall be free from dampness and shall provide adequate window space located entirely above ground level.

iv. General Sanitary Standards

- (a) Every dwelling unit shall be provided with adequate garbage and rubbish disposal facilities.
- (b) Every structure and yard shall be kept free of rodents and insects.
- (c) Every yard shall be kept free of litter and rubbish.

v. Prohibited Uses

No building within the rehabilitation area shall be dilapidated, decayed, unsanitary, dangerous, unsafe, damaged or vermin-infested so that it creates a hazard to the health or safety of the occupants or the general public.

c. Specific Standards

For the specific standards to be applied, see the Code of General Ordinances of the City of Philadelphia subject to additional controls outlined in section H.

4. Laws, Codes, Regulations

The Code of General Ordinances of the City of Philadelphia dated February 29, 1956 as amended and the National Electrical Code will be enforced in the area as minimum standards. Included as major sections in the Code of General Ordinances are: the Building Code, the Housing Code, the Fire Code, the Health Code, the Plumbing Code, the Traffic Code and the Zoning and Planning Code.

G. LAND ACQUISITION, DEMOLITION, AND CLEARANCE

1. All properties in the Slum Clearance and Redevelopment Section are to be acquired through eminent domain, donation, negotiation or otherwise, with the exception of those properties identified on Map No. 2, Project Area Boundary, dated August 26, 1957. Demolition or relocation of structures and site clearance of properties to be acquired is necessary to prepare the area for utility extension and installation and new construction.

2. No properties in the Rehabilitation and Conservation Section are to be condemned except those properties not specifically excepted from acquisition as identified on Map No. 2, Project Area Boundary. Demolition and site clearance of the properties to be acquired is necessary to prepare the area for extension and installation of utilities and new construction.
3. Properties not to be acquired, because the uses therein are consistent with the proposed redevelopment of the area, will be subject to the redevelopment controls and rehabilitation standards contained in this Urban Renewal Plan. In the event the owners of such properties refuse, or are unable to redevelop or to rehabilitate their properties to the extent necessary to comply with these redevelopment controls and rehabilitation standards, the Redevelopment Authority of the City of Philadelphia may condemn such properties or such interest in them as may be necessary to carry out effectively the urban renewal objectives of this Plan.
4. Structures which have been acquired by the Redevelopment Authority may be relocated on site provided engineering studies made during project operations substantiate that it is economically feasible to up-grade such structures in accordance with the standards for rehabilitation as set forth herein.

H. REGULATION AND CONTROLS

In order to achieve the objectives of this Urban Renewal Plan, the redevelopment, rehabilitation, or conservation, and use of the land constituting the Project Area will be made subject to the regulations and controls specified in this Section H, notwithstanding the provisions of any zoning ordinance or regulation now or hereinafter in force. Map No. 5A entitled Zoning Plan refers to the Philadelphia Zoning Ordinance as contained in the Philadelphia Code of General Ordinances dated February 29, 1956 and will establish the Zoning Controls in the Project Area.

The provisions of this Plan specifying the land uses for the Project Area and the requirements and restrictions with respect thereto shall be in effect for a period of not less than twenty-five (25) years following the date of approval of the Plan by the City Council.

1. Controls for Properties to be Acquired

a. General Provisions

- i. The regulations and controls in this Section H-1 will be implemented where applicable by appropriate covenants or other provisions in the agreements for land disposition and conveyance executed pursuant thereto.
- ii. The Redeveloper shall devote the land to the uses specified in this Urban Renewal Plan and to no other uses.
- iii. The Redeveloper shall begin and complete the development of the land for the uses required in the Plan and the construction of the improvements agreed upon in the disposition contract within a reasonable time as determined in the said contract between the Redevelopment Authority and the Redeveloper.
- iv. The Redeveloper shall agree to retain the interest he acquires in the property purchased by him prior to the completion of the improvements thereon pursuant to this Plan and the disposition contract. He shall further agree not to resell, lease or otherwise transfer the interest he acquires or any part thereof, without the prior written consent of the Redevelopment Authority, and then only if the Redevelopment Authority shall have certified in writing that the Redeveloper has completed the part of the development to be sold, leased or otherwise transferred, provided, however, that the Redevelopment Authority in its discretion may give prior approval to the sale or lease of any individual housing units as completed in the ordinary course of business, and further provided that such sale or lease shall be subject to the requirement that land will continue during the life of the Plan to be devoted to the uses specified therein.
- v. No covenant, agreement, lease conveyance or other instrument shall be effected by the Redevelopment Authority or the Redeveloper or any of his successors or assigns, whereby the site or any part thereof is restricted by the Authority, the Redeveloper or successors in interest, upon the basis of race, creed, color or national origin in the sale, lease, use or occupancy thereof. Appropriate covenants running with the land forever, which will prohibit such restrictions, shall be included in the disposition instruments.

b. Residential Areas

- i. Permitted uses in the residential areas shown on Map No. 6 Project Area Plan shall be single-family detached, semi-detached and attached dwellings, multi-family apartments, churches, parks, streets, alleys, drives, private garages and space for off-street parking. In addition, private clubs, lodges and schools (except music and dancing schools) may be permitted with specific approval of the Redevelopment Authority.
- ii. A Redeveloper who agrees to develop a section of the project area of sufficient acreage so that it may be defined as a planning unit, such as a section bounded entirely by major streets, may exercise the option of preparing alternative project area and zoning plans for such a section. Alternative plans shall be limited to changes in areas devoted only to residential, local, commercial, institutional, and park and playground uses which retain substantially the quantitative relationship of those types of uses shown in the Plan. Such alternative plans shall be developed in cooperation with the City Planning Commission and the Redevelopment Authority and in accordance with applicable regulations and controls as specified in Section H.

Alternative plans effecting substantial changes in any portion of the Urban Renewal Plan will be subject to Section K, Changes in Approved Plan.

- iii. The major street system is fixed in location as shown on Map No. 9 Major Grading and Special Site Improvement Plan. The minor street network may be modified upon agreement between the Redeveloper and the Redevelopment Authority. Minor street right-of-way widths shall conform to the "Philadelphia Subdivision Ordinance" as contained in Sections 14-2101 to 14-2109 of the Philadelphia Code of General Ordinances, February 29, 1956. No rear alley or service drives, however, shall be permitted with a paved width of less than 20 feet.
- iv. Regulations and controls with respect to lot widths and areas, building intensities, densities, lot coverage, set-backs and side yards are set forth in Table 1 on the following page.
- v. The Redeveloper shall provide off-street parking space at a ratio of not less than one space for each dwelling unit. In calculating the number of spaces in a given area 200 square feet shall be allowed per car excluding access aisles and driveways and any related service areas.

c. Commercial Areas

- i. Permitted land and building uses in the commercial areas shown on the Project Area Plan, Map No. 6, shall be those appropriate for the selling of merchandising services incidental to the sale of goods, providing personal services to individuals and businesses, and providing medical, legal and other professional services, community center and civic purposes, service drives and space for off-street parking, all as specifically set forth below under each type of commercial area provided by this Plan.
 - (a) Major Shopping Center. The permitted land uses and buildings shall be those appropriate for:
 - (1) Antiques, bakery, books, camera, confectionery, cosmetics, delicatessen, department store, draperies, drugs, dry goods, electric and radio, florist, furniture, gifts, grocery, hardware, hobby and handicraft, household appliances, jewelry (and watch repair), liquor, meat market, music store or studio, news stand, office supplies, paint and wallpaper, printing, shoes, sporting goods, stationery, variety (5-and-10-cent store), wearing apparel, fruits and vegetables, and sea food;
 - (2) Barber, beauty shop, bowling alley, children's nursery, dry cleaner, laundry and dry cleaning pick-up station, library, photographer, post office, self-service laundry, shoe repair, tailor shop, upholstery;
 - (3) Automobile sales, service, and repair, except body and fender work;

TABLE 1

RESIDENTIAL REGULATIONS AND CONTROLS

	<u>Single Family Detached Dwelling</u>	<u>Single Family Semi-Detached Dwelling</u>	<u>Single Family Attached Dwelling</u>	<u>Multi-Family Garden Apt.</u>	<u>Multi-Family High-Rise Apts.</u>
Minimum Lot Width	50'	26'*	16'* 18'	--	--
Minimum Lot Area – Square Feet	5,000	2,250*	1,440* 1,620	15,000	15,000
Maximum Building Density (1)	.30	.65*	.95* .80	.7	1.5
Maximum Lot Coverage	30%	35%*	45%* 35%	30%	20%
Minimum Set-back	(2)	(2)*	(2)* (2)	--	--
Minimum Distance between buildings (side yard)	(2)	(2)*	-- --	--	--
Maximum Gross Density (3)	--	--	-- --	35	60

(1) Floor area ratio – ratio of total area of all floors (except basements and unenclosed porches) to lot area.

(2) These items will be evaluated on the basis of actual proposals at the time of development.

(3) Number of dwelling units divided by the gross land acreage measured up to the center line of abutting street (but not including area more than 30 feet from the property line).

* These standards are permitted when block development includes common or public open space as approved by the Redevelopment Authority and City Planning Commission.

- (4) Business or professional office, financial institution or agency, school, club, lodge, or studio;
 - (5) Indoor theatre;
 - (6) Restaurant, cafe, bar, or soda fountain;
 - (7) A use of the same general character as (1) through (6) above when approved by the Redevelopment Authority;
 - (8) Accessory uses customarily incidental to any permitted use.
- (b) Neighborhood Shopping Center. The permitted land uses and buildings shall be those appropriate for:
- (1) Any local retail business or service establishment which supplies commodities or performs the following services primarily for residents of the surrounding neighborhood; hardware store, shoe repair shop, dry goods store, jewelry store, grocery store, meat market, delicatessen, bakery or confectionery, drug store, wearing apparel or tailor shop, personal service shop, clothes cleaning or laundry pick-up station;
 - (2) Automobile service and repair, except body and fender work;
 - (3) Business or professional office, financial institution or agency, club, lodge or studio;
 - (4) Indoor theatre;
 - (5) Restaurant, cafe, bar, or soda fountain;
 - (6) A use of the same general Character as (1) through (5) above when approved by the Redevelopment Authority.
 - (7) Accessory uses customarily incidental to any permitted use.
- (c) Local Commercial. Buildings in local commercial areas shall not in any instance provide more than 4,000 square feet of gross floor area. The permitted land uses and buildings shall be those appropriate for:
- (1) Any local retail business or service establishment which supplies commodities or performs the following services primarily for residents of the surrounding neighborhood: grocery store, meat market, delicatessen, drug store;
 - (2) Business or Professional office;
 - (3) A use of the same general character as (1) or (2) above when approved by the Redevelopment Authority.
- ii. Height. No building or structure in the Major Shopping Center or in the Neighborhood Shopping Center shall exceed 45 feet in height; no building in the Local Commercial Areas shall exceed 35 feet in height. Signs, pylons, and other similar construction will not be considered part of this limitation.
- iii. Setbacks. In all commercial areas no building shall be erected nearer to the street line than the building setback line in the residential district on the same street frontage. In the Major Shopping Center and in the Neighborhood Shopping Centers buildings may be erected without providing an additional setback with approval of the Redevelopment Authority.
- iv. Signs. An exterior sign is permitted only if it advertises a permitted use on the premises, and if attached flat against the wall of the building, or to the face of a marquee, or above the roof but not projecting beyond the line of building walls and, when in the neighborhood areas, does not face the side lot line of an adjoining lot which is in any residential district.

- v. **Parking.** Off-street parking space shall be provided on the surface of the lot or within a structure on the lot at the time of erection of any main building. Each off-street parking shall have an area of not less than 200 square feet, exclusive of access drives or aisles. The total minimum parking area required, including access drives or aisles, shall be as computed from the following ratios:

<u>Type of Commercial Area</u>	<u>Ratio of Parking Area to Gross Floor Area</u>
Major Shopping Area	4 square feet to 1.
Neighborhood Shopping Area	3 square feet to 1.
Local Commercial	1/2 square foot to 1.*

* Recessed parking may be substituted for off-street parking as approved by the Redevelopment Authority and the City Planning Commission.

Screen planting shall be provided around parking areas as required by the Authority.

- vi. **Loading.** At the time of erection of any main building minimum off-street loading and unloading space with at least 14 feet of vertical clearance shall be provided, either within or outside the building, in accordance with the following schedule:

<u>Gross Floor Area of Establishment</u>	<u>Required No. & Berth Size</u>
5,000 to 10,000 square feet	1 - (10 feet x 25 feet)
10,000 to 25,000 square feet	2 - (10 feet x 25 feet)
25,000 to 40,000 square feet	2 - (10 feet x 50 feet)
40,000 to 100,000 square feet	3 - (10 feet x 50 feet)
100,000 to 250,000 square feet	4 - (10 feet x 50 feet)

For each additional 200,000 square feet above 250,000 square feet of gross floor area, add one berth at 10 feet x 50 feet.

d. **Industrial Areas**

- i. Permitted land area and buildings in the industrial areas shown in the Project Area Plan, Map No. 6, shall be those appropriate for: manufacturing or sale of products or services, including fabrication, processing, assembling, transshipping or other handling of products; the display or sale of bulk products or services or the repair or renovation of goods; the storage of products, other than scrap metal, junk or used cars; research activities and, service drives and space for off-street parking and loading; all as specifically set forth below under each type of industrial area provided by this Plan.

Notwithstanding any other provision of this Plan, land in the industrial areas shall not be disposed of for any of the following uses: any residential use (except caretakers' quarters); clubs or educational, religious, philanthropic or other institutional uses, hotels or motels, sale of perishable goods, cemeteries; amusement uses, including bowling alleys, theaters or taverns; advertising signs, other than those concerning goods or services that are produced on or identified with the premises.

In addition to those uses specifically prohibited in the preceding paragraph, the following uses prohibited in the limited industrial district and general industrial district of Title 14 "Zoning and Planning", as contained in the Philadelphia Code of General Ordinances, February 29, 1956, shall also be prohibited in the respective industrial districts as shown in the Project Area Plan, Map No. 6:

Limited Industrial - Uses Prohibited.

Kilns fired except by oil, gas, or electricity, and any individual kilns with a capacity exceeding 200 cubic feet.

Blast or Reverberating furnaces or foundries.

Punch or stamping presses over 20 tons rated capacity.

Drop Hammers.

General Industrial - Uses Prohibited.

Storage of junk, scrap metal, rags, waste paper or rubber storing and baling, and auto car junk.

Dwellings, except such as are for the residence of a caretaker, watchman, or custodian on the same lot with the principal use to which it is accessory and are located at least 10 feet from any other building.

Hotels

Libraries, art galleries, and public museums.

Hospitals, sanitarium, and eleemosynary and public welfare institutions.

Any use designated for a district having less restrictive regulations; but the provisions of this subsection shall not be construed to prevent the City of Philadelphia, or the School District of Philadelphia from acquiring or using land or buildings erected on any lot of ground in this district which may be deemed by constituted authority to be necessary for the proper performance of municipal or governmental duties imposed upon any of them by law.

Furthermore, no part of the area shall be used for any use which in the determination of the Redevelopment Authority will cause any objectionable noise, odor, vibration, dust, toxic or noxious material, glare, or heat which would create a nuisance or which would create or tend to create a public hazard.

(a) Limited Industrial Areas

The permitted land uses and buildings shall be those appropriate for:

- (1) Central heating plant;
- (2) Cinema, radio, and television production;
- (3) Distribution plants, parcel delivery, cold storage plants, bottling plants, and food commissaries;
- (4) Electric transforming sub-stations, rail freight station, or other necessary public service uses;
- (5) Laboratories, experimental, manufacturing, and research;
- (6) Manufacture, compounding, processing, packaging or treatment of such products as bakery goods, candy, cosmetics, dairy products, drugs, perfumes, pharmaceuticals, toiletries, and food products; but the following uses shall not be permitted:
 1. Manufacture of sauerkraut, vinegar, or yeast;
 2. Refining or rendering of fats, bones, or oils;
 3. Roasting of coffee, spices, or soy beans;
 4. Milling of flour;
 5. Drying, smoking, pickling, preserving or curing meats or fish.
- (7) Manufacture, compounding, assembly, or treatment of articles or merchandise, from the following previously prepared materials: bone, cellophane, canvas, cloth, cork, rope, cord, and twine, plastics, natural and synthetic rubber, feathers, felt, fibre, fur, glass, hair, horn, leather, paper, plaster, metals, precious or semi-precious stones, shell, tobacco, textiles, wood (excluding planing mill), yarns;

- (8) Manufacture and assembly of electrical or electronic devices, home, commercial and industrial appliances and instruments; including the manufacture of accessory parts or assemblies;
- (9) Manufacture of musical instruments, toys, novelties, and metal stamps;
- (10) Offices and office record storage;
- (11) Parking garage, for pleasure or commercial vehicles;
- (12) Printing, publishing, lithographing, binding, and kindred arts;
- (13) Storage buildings and warehouses.

(b) General Industrial Areas

The permitted land uses and buildings shall be those appropriate for:

- (1) Aircraft and parts, manufacturing and assembling;
- (2) Artisans' or craftsmen's work or trades;
- (3) Buffing, polishing, finishing, plating, galvanizing, sherardizing, tempering, annealing, hardening, other than by processes or operations which emit odor or noise of a noxious or injurious nature;
- (4) Brewing and distilling;
- (5) Carpet cleaning, provided no dust is permitted to escape from the building.
- (6) Cinema production and development;
- (7) Cigar, cigarette, or tobacco factories;
- (8) Electric batteries (dry or wet) and electrical supplies;
- (9) Engine, boiler, and machinery manufacturing;
- (10) Food products, confection manufacturing or baking, beverages or bottling, canning and packing, drying, smoking, pickling, preserving or curing meats, fish, fruits, or vegetables;
- (11) Furniture, upholstery, beds, or bedding manufacturing;
- (12) Glass manufacturing, clay, terra cotta or cement products or decorating, provided no kiln is fired except by oil, gas, or electricity, and no individual kiln capacity exceeds 200 cubic feet;
- (13) Gas storage (illuminating);
- (14) Gun, firearm, and weapon manufacturing;
- (15) Hardware, cutlery, and tool manufacturing;
- (16) Laundry (steam);
- (17) Leather goods manufacturing, excluding tanning and finishing;
- (18) Lumber sawing, planing, dressing or shaping, millwork, or carpenter's repair shop;
- (19) Machine, wagon, or auto repair shop;
- (20) Manufacture of goods or merchandise;
- (21) Mechanical devices and machines;
- (22) Metal devices and products (fabricated);

- (23) Ore and metal smelting, casting and working, assembling, planing, shaping, bending, grinding, pressing, soldering, welding, riveting, rolling, and forging. (No blast furnaces allowed in this district).
- (24) Painting, enameling, japanning, lacquering, oiling, staining, or varnishing shop;
- (25) Paper, cardboard, or paper box or receptacle manufacturing;
- (26) Pharmaceutical products, toilet preparations, patent or proprietary medicines, or baking powder manufacturing, provided, no toxic or corrosive fumes, offensive odors, or dust are permitted to escape from the building;
- (27) Piano, organ, and musical instrument manufacturing;
- (28) Plumbing, heating, roofing and materials;
- (29) Public garage, gasoline, petrol, and oil service stations;
- (30) Public service heat, light, or power plant;
- (31) Rope, cord, and twine manufacturing;
- (32) Scientific instrument and apparatus manufacturing;
- (33) Ship and boat building;
- (34) Soda water and soft drink manufacturing;
- (35) Spinning or weaving, yarns or textiles;
- (36) Trunk and sample case manufacturing;
- (37) Wagon, carriage, truck, or automobile or parts manufacturing.

- ii. Industrial Area Controls. The controls contained in the following table will apply to the respective districts.

TABLE 2. Industrial Area Controls

	Limited Industrial	General Industrial
Coverage	40%	60%
Yards - Front	50'*	50'*
Side	12'*	10'*
Rear	12'*	10'*
Floor Area Ratio	1.5	1.5

* No building shall be erected closer than 75 feet to the right-of-way lines of Essington Avenue (Industrial Highway), Island Avenue, Lindbergh Boulevard, or any street separating industrial and residential uses.

- iii. Loading: Off-street loading and unloading facilities will be required in accordance with the floor area of buildings. The minimum size of a loading berth shall be 10 feet wide, 50 feet long, and shall have a vertical clearance of not less than 14 feet.

The following schedule of required berths will apply:

<u>Square feet of floor area</u>	<u>Required berths</u>
up to 20,000	1
20,000 to 80,000	2
80,000 to 150,000	3
150,000 to 240,000	4

For each additional 100,000 square feet or fraction thereof add one (1) berth.

- iv. Off-street parking space must be provided at the ratio of not less than one parking space for every six employees on the premises at the peak shift, or, where the number of employees cannot be estimated parking spaces must be provided as called for in the following table:

TABLE 3. Industrial Off-Street Parking Space

<u>Type of Use</u>	<u>Minimum Number of Parking Spaces Per 4,000 Square Feet of Floor Area</u>
Manufacturing	2
Storage	1
Retail or Other	4

Each off-street parking stall in open-air parking shall have an area of not less than 200 square feet exclusive of access drives or aisles. Open-air lots must be surfaced with dustless material drained and maintained in usable condition at all times.

When the parking area requirement is to be met by the use of enclosed parking, 160 square feet, exclusive of passageways and driveways, will be considered one space.

- v. Location of loading and parking facilities. All such loading and parking facilities shall be placed within the private property lines and shall be located to the rear of the front set-back line.
- vi. Storage of raw materials. No unenclosed storage of raw materials shall be permitted. Finished and partly finished products may be stored behind properly maintained and adequate enclosures.
- vii. Minimum size of industrial tract. No plot for industrial use shall be smaller than three (3) acres.
- viii. Landscaping. A planting strip of trees or shrubs at least 25 feet in depth shall be placed and maintained by the industrial redeveloper within that area which lies between any building erected and the right-of-way line of Essington Avenue, Island Avenue, or Lindbergh Boulevard; and such planting shall be placed and maintained between any industrial building erected and any residential area.
- ix. Public roads. Public roads within industrial areas shall be provided with not less than a 50 foot right-of-way.

e. Parks and Playgrounds

Parks and Playgrounds include those public areas devoted to parks, playgrounds, pedestrian walkways, sitting areas and tot-lots and auxiliary areas necessary to support these uses such as off-street parking.

No structures will be permitted except as related to the primary function of the area, and no buildings will be permitted except in Parks and Playground Areas.

The permitted uses for such buildings are: administration, supervision and child guidance, first-aid or comfort stations. No building shall exceed 15 feet in height nor shall be greater than 4,000 square feet in floor area except as approved by the Redevelopment Authority. No buildings shall be erected nearer the street line than the building set-back line in the residential district on the same street frontage.

Parking provision will consist of one space for each two employees.

When necessary for poles, electric lines, conduits, storm and sanitary sewers, gas lines, water pipe lines, or other services, rights-of-way or easements will be granted or reserved as shown on Map No. 4 entitled Streets and Highways Adjustment Plan based on proposed street plan.

f. Institutional

The institutional uses include those public and semi-public uses such as public or parochial elementary schools and high schools, churches, rectories, synagogues, parish houses or community club houses. The schools include playgrounds and athletic fields incidental thereto.

For buildings having 10,000 to 200,000 square feet of floor area, one off-street loading berth shall be provided plus one additional loading berth for each additional 200,000 square feet of floor area or fraction thereof.

One parking space shall be provided for each three employees, and where facilities for places of assembly are included there shall be provided one parking space for each 12 seats.

No building shall be erected nearer to the street line than the building set-back line in the residential district on the same street frontage.

2. Controls for properties not acquired

With respect to those parcels of land which are not acquired, the Redevelopment Authority and the City of Philadelphia in approving this Urban Renewal Plan will insure through proper enforcement of appropriate codes and ordinances that the owners of such parcels or their successors in interest will continue to devote such parcels to the uses specified in the Urban Renewal Plan or to redevelop or rehabilitate and use them in accordance with the applicable sections of the Philadelphia Code of General Ordinances.

I. CONFORMITY TO GENERAL PLAN AND WORKABLE PROGRAM

This Urban Renewal Plan is in conformity with Philadelphia's Workable Program which provides for the City wide expansion of residential, commercial, and industrial development. The Eastwick Urban Renewal Plan is in conformity with the general plan for the city as a whole. The area is integrated with the residential, commercial and industrial facilities surrounding it.

J. OFFICIAL ACTIONS TO CARRY OUT PLAN

1. Review and Approval

Official actions will be in conformity with relevant laws. This Urban Renewal Plan together with the Redevelopment Proposal will be presented for review and approval to the City Planning Commission which will in turn submit said documents to the various officials, departments, boards and agencies of the City of Philadelphia having administrative responsibilities to effectuate the Plan. After submission to the City Planning Commission the Urban Renewal Plan and Redevelopment Proposal will be sent to the City Council for approval.

2. Public Hearing on the Urban Renewal Plan and the Redevelopment Proposal

The City Council will hold a public hearing in accordance with the Pennsylvania Urban Redevelopment Law of 1945 as amended.

3. Ordinance of City Council

Approval of the Urban Renewal Plan and the Redevelopment Proposal will take the form of an ordinance of City Council and will authorize the Redevelopment Authority to take such action as may be necessary to carry out the Urban Renewal Plan and Redevelopment Proposal.

4. Ordinances for Changes

The Redevelopment Authority will prepare for introduction into City Council such ordinances as may be necessary for changes in such matters as zoning, streets, public ways, street patterns, and public utilities, in order to implement the Urban Renewal Plan.

5. Objective

The measures above cited are necessary to the realization of the Urban Renewal Plan.

6. Approval of Redevelopment Contract

The Redevelopment Authority, upon selection of a redeveloper or redevelopers, shall submit a Redevelopment Contract, before it is executed, to City Council for approval. Said contracts shall be in conformity with the Urban Renewal Plan.

7. Approval of Plans and Specifications

The Redevelopment Authority shall specifically reserve the right to review and approve the redevelopers' plans and specifications with respect to their conformance with the Urban Renewal Plan.

K. CHANGES IN APPROVED PLANS

This Urban Renewal Plan may be modified by the Redevelopment Authority of the City of Philadelphia subject to the review and approval of the Philadelphia City Planning Commission and approval of City Council; however, any modification pertaining to disposed land must be consented to in writing by the purchaser or lessee of that property and the purchaser or lessee of other project land who may be affected by the change.

EASTWICK URBAN RENEWAL AREA

LEGAL DESCRIPTION

All those certain lots and pieces of ground situated in the 40th Ward, City of Philadelphia beginning at a point, formed by the intersection of the northwesterly side of Lindbergh Boulevard 108 ft. (p) wide or 108.18 ft. (US) and the northeasterly side of 58th Street 70 ft. (P) wide or 70.12 ft. (US) commencing thus:

- (1) South $62^{\circ}-01'-30''$ East or South $60^{\circ}-14'-08''$ East (P) along the northeasterly side of 58th Street a distance of 880.48 ft. (US) or 878.985 ft. (P) to a point on the center line of the Reading Railroad; thence
- (2) South $27^{\circ}-54'-45''$ West or South $29^{\circ}-45'-52''$ West (P) along the center line of the Reading Railroad a distance of 957.08 ft. (US) or 955.454 ft. (P) to a point on the center line of the P.B. and W. R.R., 60th Street Branch; thence
- (3) South $62^{\circ}-01'-30''$ East or South $60^{\circ}-10'-23''$ East (P) along the center line of the P.B. and W. R.R., 60th Street Branch a distance of 145.37 ft. (US) or 145.124 ft. (P) to a point of curvature; thence
- (4) Along said center line crossing Sixty-first Street along an arc curving to the right of radius 1148.23 ft. (US) and central angle of $74^{\circ}-35'-46''$, and an arc distance of 1495.08 ft. (US) to a point of tangency; thence
- (5) South $12^{\circ}-33'-45''$ West or South $14^{\circ}-21'-38''$ West (P) along the center line of said Railroad crossing 63rd Street and Passyunk Avenue a distance of 1670.38 ft. (US) to a point on the southeasterly side of Passyunk Avenue, 108.0 ft. (P) wide; thence
- (6) South $76^{\circ}-30'-15''$ West or South $78^{\circ}-18'-08''$ West (P) along the southeasterly side of Passyunk Avenue a distance of 825.25 ft. (US) or 823.767 ft. (P) to a point of curvature; thence
- (7) Along the southeasterly side of Passyunk and Essington Avenues along an arc curving to the left of radius 400.72 ft. (US) or 400.0 ft. (P) and a central angle of $63^{\circ}-56'-50''$ and an arc distance of 447.24 ft. (US) or 446.436 ft. (P) to a point of tangency on the southeasterly side of Essington Avenue, 108.0 ft. (P) wide; thence
- (8) South $12^{\circ}-33'-25''$ West or South $14^{\circ}-21'-18''$ West (P) along the southeasterly side of Essington Avenue a distance of 6204.22 ft. (US) to a point; thence
- (9) South $34^{\circ}-52'-25''$ West or South $36^{\circ}-40'-18''$ West (P) along the southeasterly side of Essington Avenue a distance of 1173.028 ft. (US) to a point on the property line of the Gulf Refining Company; thence
- (10) South $62^{\circ}-11'-50''$ East a distance of 692.819 ft. (US) to a point on the property line of the Gulf Refining Company; thence
- (11) South $62^{\circ}-11'-50''$ East along the above line extended a distance of 792.217 ft. (US) to a point on the property line of Gulf Refining Company; and a line 500.0 ft. (US) northwest of and parallel to the center line of Penrose Avenue Bridge; thence
- (12) North $59^{\circ}-54'-10''$ East or North $61^{\circ}-41'-57.43''$ East (P) a distance of 3138.872 ft. (US) to a point on the pierhead and bulkhead line approved by Secretary of War, September 10, 1940; thence
- (13) South $27^{\circ}-23'-24''$ East or South $25^{\circ}-35'-37.2''$ East (P) a distance of 102.24 ft. (US) to a point on the pierhead and bulkhead line; thence
- (14) South $44^{\circ}-13'-05''$ East or South $42^{\circ}-25'-17.57''$ East (P) along Pierhead and Bulkhead line a distance of 410.28 ft. (US) to a point on the center line of the Penrose Avenue Bridge; thence
- (15) South $59^{\circ}-54'-10''$ West or South $61^{\circ}-41'-43''$ West (P) along the center line of the Penrose Avenue Bridge Projected a distance of 5274.16 ft. (US) to a point; thence

- (16) South $30^{\circ}-05'-50''$ East or South $28^{\circ}-18'-17''$ East (P) a distance of 85.16 ft. (US) or 85.0 ft. (P) to a point of curvature on the southeasterly side of Penrose Avenue 170 ft. (P) wide or 170.32 ft (US); thence
- (17) Along the Southeasterly side of Penrose Avenue along an arc curving to the right of radius 1517.55 ft. (US) or 1514.825 ft. (P) an arc distance of 284.26 ft. (US) to a point on the former property line of the City of Philadelphia; thence
- (18) South $60^{\circ}-23'-20''$ West a distance of 264.18 ft. (US) to a point on the former property line of the City of Philadelphia; thence
- (19) South $60^{\circ}-13'-37''$ West a distance of 823.84 ft. (US) to a point on the southwesterly side of Island Avenue 108.0 ft. (P) wide; thence
- (20) South $58^{\circ}-56'-38''$ West or South $60^{\circ}-45'-38''$ West (P) a distance of 949.76 ft (US) or 948.802 ft. (P) (948.159 ft. (P)) along the former northwesterly side of Penrose Avenue 150 ft. (P) wide to a point; thence
- (21) North $55^{\circ}-07'-55''$ West or North $53^{\circ}-19'-42''$ West (P) a distance of 117.52 ft. (US) or 117.308 ft. (P) along the former northeasterly side of 85th Street 70 ft. (P) wide to a point on the southeasterly side of Essington Avenue 108 ft (P) wide or 108.19 ft. (US) wide; thence
- (22) South $34^{\circ}-52'-05''$ West or South $36^{\circ}-40'-18''$ West (P) along the southeasterly side of Essington Avenue a distance of 3960.23 ft. (US) or 2818.613 ft. (P) along the southeasterly side of Essington Avenue to a point on a diagonal at 90th Street 60 ft. (P) wide, across 90th Street and 1055.400 ft. (P) along the southeasterly side of Essington Avenue; to a point of curvature on the southeasterly side of Essington Avenue; thence
- (23) Along the southeasterly side of Essington Avenue along an arc curving to the right of radius 2943.68 ft (US) or 2928.755 ft. (P) an arc of 1239.30 ft. (US) or 1242.652 ft. (P), the included angle being $24^{\circ}-12'-04''$ (US) or $24^{\circ}-18'-36.8''$ (P) to a point on the Philadelphia-Delaware County Line; thence
- (24) North $47^{\circ}-48'-49''$ West or North $45^{\circ}-59'-06''$ West (P) along the Philadelphia-Delaware County Line a distance of 416.12 ft. (US) or 414.015 ft. (P) to a point; thence
- (25) North $88^{\circ}-21'-30''$ West or $86^{\circ}-31'-49''$ West (P) along the Philadelphia-Delaware County Line a distance of 60.11 ft. (US) or 60.000 ft. (P) to a point; thence
- (26) South $80^{\circ}-51'-05''$ West or South $82^{\circ}-40'-48''$ West (P) along the Philadelphia-Delaware County Line a distance of 1025.74 ft. (US) to a point; thence
- (27) North $85^{\circ}-45'-46''$ West or North $83^{\circ}-56'-03''$ West (P) along the Philadelphia-Delaware County Line a distance of 2866.56 ft. (US) to a point on the Philadelphia-Delaware County Line and on the center line of the Reading Railroad; thence
- (28) North $65^{\circ}-50'-55''$ East or North $66^{\circ}-40'-38''$ East (P) along the center line of the Reading Railroad a distance of 801.09 ft. (US) or 799.653 ft. (P) to a point of curvature; thence
- (29) Along the said center line of said railroad along an arc curving to the left of radius 3819.82 ft. (US) or 3812.958 ft. (P) and central angle of $19^{\circ}-28'-12''$ and an arc distance of 1298.01 ft. (US) to a point; thence
- (30) North $74^{\circ}-41'-10''$ West or North $72^{\circ}-51'-27''$ West (P) a distance of 393.54 ft. (US) to a point on the northwesterly side of Eastwick Avenue 80.0 ft. (P) wide; thence
- (31) Along the northwesterly side of Eastwick Avenue along an arc curving to the left of radius 3489.23 ft. (US) or 3482.958 ft. (P) and central angle of $15^{\circ}-02'-14''$ and an arc distance of 915.68 ft. (US) or 914.031 ft. (P) to a point of tangency; thence
- (32) North $34^{\circ}-50'-35''$ East or North $36^{\circ}-40'-18''$ East (P) along the northwesterly side of Eastwick Avenue a distance of 492.09 ft. (US) or 491.209 ft. (P) to a point on the property line of the City of Philadelphia (Bird Sanctuary); thence
- (33) North $33^{\circ}-42'-34''$ West or North $31^{\circ}-52'-51''$ West (P) along said property line 69.96 ft. (US) or 69.833 ft. (P) to a point; thence
- (34) North $48^{\circ}-43'-33''$ West or North $46^{\circ}-53'-50''$ West (P) along said property line 160.97 ft. (US) or 160.677 ft. (P) to a point on the property line of Gulf Refining Company; thence

- (35) North 43°-25'-35" East or North 45°-14'-18" East (P) along the property line 225.28 ft. (US) crossing 92nd Street 70.0 ft. (P) wide to a point on a line 200.36 ft. (US) or 200.0 ft. (P) northeast of and parallel to the property line of City of Philadelphia above; thence
- (36) North 19°-23'-10" West or North 17°-33'-27" West (P) along a parallel line 3459.55 ft. (US) to a point on the Darby Creek Low Water Line as of January, 1933; thence
- (37) North 42°-20'-51" East or North 44°-10'-34" East (P) along the Darby Creek Low Water Line 65.87 ft. (US) to a point; thence
- (38) North 38°-09'-55" East or North 39°-59'-38" East (P) along the Darby Creek Low Water Line a distance of 347.78 ft. (US) or 347.160 ft. (P) to a point; thence
- (39) North 34°-38'-50" East or North 36°-28'-33" East (P) along the Darby Creek Low Water Line a distance of 279.38 ft. (US) or 278.880 ft. (P) to a point; thence
- (40) North 30°-07'-05" East or North 31°-56'-48" East (P) along the Darby Creek Low Water Line a distance of 322.65 ft. (US) or 322.070 ft. (P) to a point; thence
- (41) North 2°-48'-49" West or North 0°-59'-06" West (P) along Darby Creek Low Water Line a distance of 154.94 ft. (US) or 154.660 ft. (P) to a point; thence
- (42) North 35°-00'-05" West or North 33°-10'-22" West (P) along the Darby Creek Low Water Line a distance of 129.05 ft. (US) or 128.820 ft. (P) to a point; thence
- (43) North 57°-51'-06" West or North 56°-01'-23" West (P) along the Darby Creek Low Water Line a distance of 73.54 ft. (US) or 73.410 ft. (P) to a point; thence
- (44) North 23°-52'-46" West or North 22°-03'-03" West (P) along the Darby Creek Low Water Line a distance of 39.81 ft. (US) or 39.740 ft. (P) to a point; thence
- (45) North 1°-55'-51" East or North 3°-45'-34" East (P) along the Darby Creek Low Water Line a distance of 63.43 ft. (US) or 63.316 ft. (P) to a point; thence
- (46) North 26°-43'-28" East a distance of 122.558 ft. (US) to a point; thence
- (47) North 33°-34'-34" East or 35°-24'-17" East (P) along the Darby Creek Low Water Line a distance of 12.87 ft. (US) or 12.851 ft. (P) to a point; thence
- (48) North 44°-16'-09" East or North 46°-05'-52" East (P) along the Darby Creek Low Water Line a distance of 178.18 ft. (US) or 177.860 ft. (P) to a point; thence
- (49) North 29°-12'-24" East or North 31°-02'-07" East (P) along the Darby Creek Low Water Line a distance of 214.73 ft. (US) or 214.340 ft. (P) to a point; thence
- (50) North 36°-16'-33" East or North 38°-06'-16" East (P) along the Darby Creek Low Water Line a distance of 143.38 ft. (US) or 143.120 ft. (P) to a point; thence
- (51) North 29°-09'-05" East or North 26°-58'-48" East (P) along the Darby Creek Low Water Line a distance of 154.45 ft. (US) or 154.170 ft. (P) to a point; thence
- (52) North 24°-34'-35" East or North 26°-24'-08" East (P) along the Darby Creek Low Water Line a distance of 156.45 ft. (US) or 156.780 ft. (P) to a point; thence
- (53) North 19°-43'-20" East or North 21°-33'-03" East (P) along the Darby Creek Low Water Line a distance of 180.18 Ft. (US) or 179.860 ft. (P) to a point; thence
- (54) North 17°-31'-12" West a distance of 118.02 ft. (US) to a point on the center line of the 84th Street Bridge over Darby Creek and on the county line established by a commission and approved December 5, 1906; thence
- (55) North 20°-07'-13" East or North 21°-55'-20" East (P) along the Philadelphia-Delaware County Line a distance of 205.31 ft. (US) to a point; thence
- (56) North 44°-39'-34" West or North 42°-51'-27" West (P) along the Philadelphia-Delaware County Line a distance of 222.58 ft. (US) to a point; thence
- (57) North 34°-52'-11" East or North 36°-40'-18" East (P) along the Philadelphia-Delaware County Line a distance of 2074.49 ft. (US) to a point; thence

- (58) North $55^{\circ}-07'-49''$ West or North $53^{\circ}-19'-42''$ West (P) along the Philadelphia-Delaware County Line a distance of 751.12 ft. (US) to a point; thence
- (59) North $34^{\circ}-52'-11''$ East or North $36^{\circ}-40'-18''$ East (P) along the Philadelphia-Delaware County Line a distance of 485.06 ft. (US) to a point; thence
- (60) South $80^{\circ}-06'-32''$ East or South $78^{\circ}-18'-25''$ East (P) along the Philadelphia-Delaware County Line a distance of 20.63 ft. (US) or 18.6 ft. (US) to a point; thence
- (61) North $73^{\circ}-37'-41''$ East or North $75^{\circ}-25'-48''$ (P) East along the Philadelphia-Delaware County Line a distance of 179.72 ft. (US) to a point; thence
- (62) North $56^{\circ}-30'-35''$ East or North $58^{\circ}-18'-42''$ East (P) along the Philadelphia-Delaware County Line a distance of 153.27 ft. (US) to a point; thence
- (63) North $47^{\circ}-18'-48''$ East or North $49^{\circ}-06'-55''$ East (P) along the Philadelphia-Delaware County Line a distance of 193.13 ft. (US) to a point; thence
- (64) North $35^{\circ}-26'-36''$ East or North $37^{\circ}-14'-43''$ East (P) along Philadelphia-Delaware County Line a distance of 265.70 ft. (US) to a point; which is the end of the County Line established December 5, 1906; thence
- (65) South $10^{\circ}-28'-38''$ East along the Cobbs Creek Low Water Line a distance of 69.23 ft. (US) to a point; thence
- (66) North $18^{\circ}-19'-53''$ East along the Cobbs Creek Low Water Line a distance of 269.57 Ft. (US) to a point; thence
- (67) North $12^{\circ}-05'-23''$ East along the Cobbs Creek Low Water Line a distance of 103.02 ft. (US) to a point; thence
- (68) North $1^{\circ}-12'-23''$ East along the Cobbs Creek Low Water Line a distance of 203.53 ft. (US) to a point; thence
- (69) North $25^{\circ}-02'-37''$ West along the Cobbs Creek Low Water Line a distance of 89.83 ft. (US) to a point; thence
- (70) North $60^{\circ}-18'-37''$ West along the Cobbs Creek Low Water Line a distance of 95.76 ft. (US) to a point; thence
- (71) North $76^{\circ}-18'-37''$ West along the Cobbs Creek Low Water Line a distance of 274.41 ft. (US) to a point; thence
- (72) North $7^{\circ}-46'-23''$ East along the Cobbs Creek Low Water Line a distance of 42.58 ft. (US) to a point; thence
- (73) North $30^{\circ}-39'-23''$ East along the Cobbs Creek Low Water Line a distance of 156.45 ft. (US) to a point; thence
- (74) North $21^{\circ}-42'-23''$ East along the Cobbs Creek Low Water Line a distance of 105.94 ft. (US) to a point; thence
- (75) North $36^{\circ}-43'-53''$ East along the Cobbs Creek Low Water Line a distance of 107.28 ft. (US) to a point; thence
- (76) North $51^{\circ}-49'-53''$ East along the Cobbs Creek Low Water Line a distance of 70.79 ft. (US) to a point; thence
- (77) North $59^{\circ}-13'-23''$ East along the Cobbs Creek Low Water Line a distance of 146.76 (US) to a point; thence
- (78) North $36^{\circ}-10'-23''$ East along the Cobbs Creek Low Water Line a distance of 137.25 ft. (US) to a point; thence
- (79) North $51^{\circ}-29'-23''$ East along the Cobbs Creek Low Water Line a distance of 43.51 ft. (US) to a point; thence
- (80) North $61^{\circ}-25'-23''$ East along the Cobbs Creek Low Water Line a distance of 161.46 ft. (US) to a point; thence

- (81) North $47^{\circ}-53'-53''$ East along the Cobbs Creek Low Water Line a distance of 107.78 ft. (US) to a point; thence
- (82) North $26^{\circ}-38'-23''$ East along the Cobbs Creek Low Water Line a distance of 134.16 ft. (US) to a point; thence
- (83) North $48^{\circ}-37'-36''$ West a distance of 45.81 ft. (US) to a point on the Center Line of Cobbs Creek; thence
- (84) North $28^{\circ}-44'-11''$ East along the Center Line of Cobbs Creek a distance of 49.06 ft. (US) to a point; thence
- (85) North $39^{\circ}-22'-23''$ East along the Center Line of Cobbs Creek a distance of 120.22 ft. (US) to a point; thence
- (86) North $24^{\circ}-39'-23''$ East along the Center Line of Cobbs Creek a distance of 240.43 ft. (US) to a point; thence
- (87) North $64^{\circ}-39'-23''$ East along the Center Line of Cobbs Creek a distance of 110.20 ft. (US) to a point; thence
- (88) North $55^{\circ}-09'-23''$ East along the Center Line of Cobbs Creek a distance of 125.23 ft. (US) to a point; thence
- (89) North $46^{\circ}-09'-23''$ East along the Center Line of Cobbs Creek a distance of 50.09 ft. (US) to a point; thence
- (90) North $14^{\circ}-09'-23''$ East along the Center Line of Cobbs Creek a distance of 50.09 ft. (US) to a point; thence
- (91) North $24^{\circ}-56'-07''$ West along the Center Line of Cobbs Creek a distance of 100.15 ft. (US) to a point, on property line of Pennsylvania Railroad; thence
- (92) North $35^{\circ}-01'-06''$ West along the Center Line of Cobbs Creek across property of the Pennsylvania Railroad a distance of 110.23 ft. (US) to a point; thence
- (93) North $38^{\circ}-12'-25''$ West along the Center Line of Cobbs Creek across property of Pennsylvania Railroad a distance of 123.22 ft. (US) to a point on property line of Pennsylvania Railroad; thence
- (94) North $75^{\circ}-32'-05''$ East or North $77^{\circ}-20'-12''$ East (P) along the property line of the Pennsylvania Railroad 254.46 ft. (US) or 254.0 ft. (P) to a point; thence
- (95) North $66^{\circ}-10'-58''$ East or North $67^{\circ}-59'-05''$ East (P) along the property line of the Pennsylvania Railroad a distance of 47.33 ft. (US) or 47 ft. 3 in. (P) to a point; thence
- (96) North $63^{\circ}-45'-23''$ East or North $65^{\circ}-33'-30''$ East (P) along the property line of the Pennsylvania Railroad a distance of 66.93 ft. (US) or 66 ft. 9-3/4 in. (P) to a point; thence
- (97) North $58^{\circ}-41'-43''$ East or North $60^{\circ}-29'-50''$ East (P) along property line of the Pennsylvania Railroad a distance of 79.50 ft. (US) or 79 ft. 4-1/4 in. (P) to a point; thence
- (98) North $56^{\circ}-36'-53''$ East or North $58^{\circ}-25'-00''$ East (P) along the property line of the Pennsylvania Railroad 330.98 ft. (US) or 333 ft. 4-5/8 in. (P) to a point, on the southwesterly side of Island Avenue 70 ft. (P) wide; thence
- (99) North $58^{\circ}-19'-20''$ East across Island Avenue a distance of 70.13 ft. (US) or 70 ft. (P) to a point on the northeasterly side of Island Avenue; thence
- (100) South $31^{\circ}-40'-40''$ East along the northeasterly side of Island Avenue and across Grays Avenue a distance of 1046.43 ft. (US); or South $29^{\circ}-53'-00''$ East (P) a distance of 96.81 ft. (P) along the northeasterly side of Island Avenue, South $29^{\circ}-53'-00''$ East (P) across bed of Grays Avenue 80 ft. (P) wide, thence South $29^{\circ}-53'-00''$ East (P) a distance of 481.365 ft. (P) along the northeasterly side of Island Avenue to a point on a diagonal at the intersection of Island Avenue and Passyunk Avenue 120 ft. (P) wide, thence South $29^{\circ}-53'-00''$ East (P) along northeasterly side of Island Avenue projected to a point on the northerly side of Passyunk Avenue 108.18 ft. (US) or 108 ft. (P) wide; projected thence

(101) North $82^{\circ}-59'-00''$ East along the northerly side of Passyunk Avenue projected and along the northerly side of Passyunk Avenue and across 73rd Street, Lloyd Street Stetler Street, Buist Avenue, Elmwood Park and 71st Street a distance of 2008.36 ft. (US); or north $84^{\circ}-37'-55''$ East (P) along the northerly side of Passyunk Avenue projected across the bed of Elmwood Avenue 80 ft. (P) wide to a diagonal at the corner of Elmwood and Passyunk Avenues, thence North $84^{\circ}-37'-55''$ East (P) a distance of 400.591 ft. (P) along the northerly side of Passyunk Avenue to a point on the westerly side of 73rd Street 70 ft. (P) wide, North $84^{\circ}-37'-55''$ East (P) across the bed of 73rd Street; thence North $84^{\circ}-37'-55''$ East (P) a distance of 111.178 ft. (P) along the northerly side of Passyunk Avenue to a point on the westerly side of Lloyd Street 40 ft. (P) wide, North $84^{\circ}-37'-55''$ East (P) a distance of 40.0 ft. (P) across the bed of Lloyd Street, thence North $84^{\circ}-37'-55''$ East (P) a distance of 126.0 ft. (P) along the northerly side of Passyunk Avenue to a point on the westerly side of Stetler Street, thence North $84^{\circ}-37'-55''$ East (P) across the bed of Stetler Street and Buist Avenue 80 ft. (P) wide to a point on a diagonal at the corner of Buist and Passyunk Avenues, thence North $84^{\circ}-37'-55''$ East (P) a distance of 627.863 ft. (P) along the northerly side of Passyunk Avenue, across Elmwood Park to a point on the southwesterly side of 71st Street 70 ft. (P) wide, North $84^{\circ}-37'-55''$ East (P) across the bed of 71st Street, thence North $84^{\circ}-37'-55''$ East (P) a distance of 99.733 ft. (P) along the northerly side of Passyunk Avenue to a point on the northwesterly side of Dicks Avenue 80 ft. (P) wide; to a point on the northwesterly side of Dicks Avenue 80.12 ft. (US) or 80 ft. (P) wide; thence

(102) North $47^{\circ}-39'-20''$ East or North $49^{\circ}-27'-30''$ East (P) along the northwesterly side of Dicks Avenue a distance of 4994.35 ft. (US); or North $49^{\circ}-27'-30''$ East (P) a distance of 66.144 ft. (P) along the northwesterly side of Dicks Avenue to a point on the southwesterly side of Muhfeld Street 40 ft. (P) wide, North $49^{\circ}-27'-30''$ East (P), a distance of 40 ft. (P) across the bed of Muhfeld Street, thence North $49^{\circ}-27'-30''$ East (P) a distance of 147.666 ft. (P) along the northwesterly side of Dicks Avenue to a point on the southwesterly side of Holbrook Street 40 ft. (P) wide, North $49^{\circ}-27'-30''$ East (P) a distance of 40 ft. (P) across the bed of Holbrook Street, North $49^{\circ}-27'-30''$ East (P) a distance of 147.667 ft. (P) along the northwesterly side of Dicks Avenue to a point on the southwesterly side of 70th Street 70 ft. (P) wide, North $49^{\circ}-27'-30''$ East (P) a distance of 70 ft. (P) across the bed of 70th Street, thence North $49^{\circ}-27'-30''$ East (P) a distance of 123.0 ft. (P) along the northeasterly side of Dicks Avenue to a point on the southeasterly side of Sylmar Street 40 ft. (P) wide, North $49^{\circ}-27'-30''$ East (P) a distance of 40.0 ft. (P) across the bed of Sylmar Street, thence North $49^{\circ}-27'-30''$ East (P) a distance of 289.0 ft. (P) along the northeasterly side of Dicks Avenue to a point on the southwesterly side of 69th Street 70 ft. (P) wide, North $49^{\circ}-27'-30''$ East (P) a distance of 70 ft. (P) across the bed of 69th Street, thence North $49^{\circ}-27'-30''$ East (P) a distance of 160.0 ft. (P) along the northwesterly side of Dicks Avenue to a point on the southwesterly side of Massey Street 40 ft. (P) wide, North $49^{\circ}-27'-30''$ East (P) a distance of 40.0 ft. (P) across the bed of Massey Street, thence North $49^{\circ}-27'-30''$ East (P) a distance of 156.0 ft. (P) along the northwesterly side of Dicks Avenue to a point on the southwesterly side of Carroll Street 40 ft. (P) wide, North $49^{\circ}-27'-30''$ East (P) a distance of 40.0 ft. (P) across the bed of Carroll Street, thence North $49^{\circ}-27'-30''$ East (P) a distance of 159.0 ft. (P) along the northwesterly side of Dicks Avenue to a point on the southwesterly side of 68th Street 70 ft. (P) wide, North $49^{\circ}-27'-30''$ East (P) a distance of 70 ft. (P) across the bed of 68th Street, thence North $49^{\circ}-27'-30''$ East (P) a distance of 142.0 ft. (P) along the northwesterly side of Dicks Avenue to a point on the southwesterly side of Hobson Street 40 ft. (P) wide, North $49^{\circ}-27'-30''$ East (P) a distance of 40.0 ft. (P) across the bed of Hobson Street, thence North $49^{\circ}-27'-30''$ East (P) a distance of 141.0 ft. (P) along the northwesterly side of Dicks Avenue to a point on the southwesterly side of Bonnaffon Street 40 ft. (P) wide, North $49^{\circ}-27'-30''$ East (P) a distance of 40.0 ft. (P) across the bed of Bonnaffon Street, thence North $49^{\circ}-27'-30''$ East (P) a distance of 142.0 ft. (P) along the northwesterly side of Dicks Avenue to a point on the southwesterly side of 67th Street 70 ft. (P) wide, North $49^{\circ}-27'-30''$ East (P) a distance of 70.0 ft. (P) across the bed of 67th Street, thence North $49^{\circ}-27'-30''$ East (P) a distance of 195.0 ft. (P) along the northwesterly side of Dicks Avenue to a point on the southwesterly side of Shield Street 40 ft. (P) wide, North $49^{\circ}-27'-30''$ East (P) a distance of 40.0 ft. (P) across the bed of Shield Street, thence North $49^{\circ}-27'-30''$ East (P) a distance of 195.0 ft. (P) along the northwesterly side of Dicks Avenue to a point on the southwesterly side of 66th Street 70 ft. (P) wide, North $49^{\circ}-27'-30''$ East (P) a distance of 70.0 ft. (P) across the bed of 66th Street, thence North $49^{\circ}-27'-30''$ East (P) a distance of 175.0 ft. (P) along the northwesterly side of Dicks Avenue to a point on the southwesterly side of Daggett Street 50 ft. (P) wide, thence, North $49^{\circ}-27'-30''$ East (P) a distance of 50.0 ft. (P) wide across the bed of Daggett Street, thence North $49^{\circ}-27'-30''$ East (P) a distance of 175.0 ft. (P) along the northwesterly side of Dicks Avenue to a point on the southwesterly side of 65th Street 70 ft. (P) wide, North $49^{\circ}-27'-30''$ East (P) a distance of 70.0 ft. (P) across the bed of 65th Street, thence North $49^{\circ}-27'-30''$ East (P) a distance of 400.0 ft. (P) along the northwesterly side of Dicks Avenue to a point on the southwesterly side of 64th Street 70 ft. (P) wide, North $49^{\circ}-27'-30''$ East (P) a distance of 70.0 ft. (P) across the bed of 64th Street, thence North $49^{\circ}-27'-30''$ East (P) a distance of 450.0 ft. (P) along the northwesterly side of Dicks Avenue to a point on the southwesterly side of 63rd Street 70 ft. (P) wide, North $49^{\circ}-27'-30''$ East (P) a distance of

70.0 ft. (P) across the bed of 63rd Street, thence North $49^{\circ}-27'-30''$ East (P) a distance of 264.0 ft. (P) along the northwesterly side of Dicks Avenue to a point on the southwesterly side of Felton Street 40 ft. (P) wide, North $49^{\circ}-27'-30''$ East (P) a distance of 40.0 ft. (P) across the bed of Felton Street, thence North $49^{\circ}-27'-30''$ East (P) a distance of 146.0 ft. (P) along the northwesterly side of Dicks Avenue to a point on the southwesterly side of 62nd Street 70 ft. (P) wide, North $49^{\circ}-27'-30''$ East (P) a distance of 70.0 ft. (P) across the bed of 62nd Street, thence North $49^{\circ}-27'-30''$ East (P) a distance of 140.0 ft. (P) along the northwesterly side of Dicks Avenue to a point on the southwesterly side of Robinson Street 40 ft. (P) wide, North $49^{\circ}-27'-30''$ East (P) a distance of 40.0 ft. (P) across the bed of Robinson Street, thence North $49^{\circ}-27'-30''$ East (P) a distance of 92.331 ft. (P) along the northwesterly side of Dicks Avenue to a point formed by the intersection of the northwesterly side of Dicks Avenue with northwesterly side of Lindbergh Boulevard 108 ft. (P) wide; thence

(103) North $27^{\circ}-57'-41''$ East or North $29^{\circ}-45'-52''$ East (P) a distance of 2013.98 ft. (US); or North $29^{\circ}-45'-52''$ East (P) a distance of 50.631 ft. (P) along the northwesterly side of Lindbergh Boulevard to a point on the southwesterly side of Dewey Street 40 ft. (P) wide, North $29^{\circ}-45'-52''$ East (P) across the bed of Dewey Street, thence North $29^{\circ}-45'-52''$ East (P) a distance of 148.698 ft. (P) along the northwesterly side of Lindbergh Boulevard to a point on the southwesterly side of 61st Street 70 ft. (P) wide, North $29^{\circ}-45'-52''$ East (P) across the bed of 61st Street, thence North $29^{\circ}-45'-52''$ East (P) a distance of 339.778 ft. (P) along the northwesterly side of Lindbergh Boulevard to a point on the southwesterly side of 60th Street 70 ft. (P) wide, North $29^{\circ}-45'-52''$ East (P) across the bed of 60th Street and Buist Avenue, thence North $29^{\circ}-45'-52''$ East (P) a distance of 614.617 ft. (P) along the northwesterly side of Lindbergh Boulevard to a point on the southwesterly side of 59th Street 70 ft. (P) wide, North $29^{\circ}-45'-52''$ East (P) across the bed of 59th Street, thence North $29^{\circ}-45'-52''$ East (P) a distance of 289.958 ft. (P) along the northwesterly side of Lindbergh Boulevard to a point on the southwesterly side of Wanamaker Street 40 ft. (P) wide, North $29^{\circ}-45'-52''$ East (P) across the bed of Wanamaker Street, thence North $29^{\circ}-45'-52''$ East (P) a distance of 145.51 ft. (P) to a point on the southwesterly side of 58th Street, North $29^{\circ}-45'-52''$ East (P) across the bed of 58th Street; to a point on the line of the northeasterly side of 58th Street projecting to the place of beginning.

Containing 2568.47 acres more or less (US).

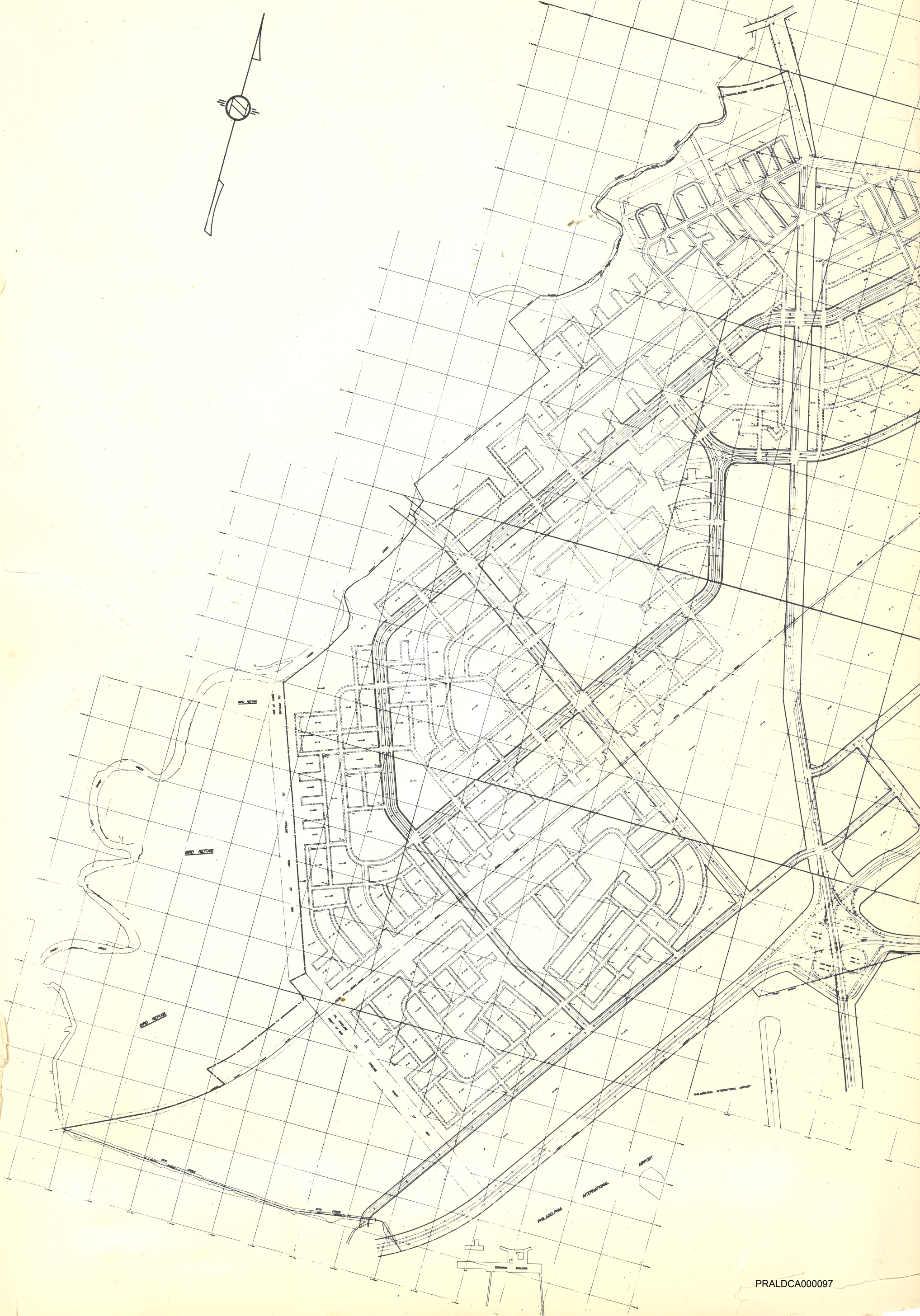
In accordance with Boundary Service prepared by Black Engineering Company, Incorporated, Clifton Heights, Pennsylvania, dated September 6, 1955, consisting of 14 sheets revised by Judson F. Vogdes, Jr., November 21, 1957, and plans made by Judson F. Vogdes, Jr., "Boundary of Properties Deleted from Project" dated November 15, 1957.

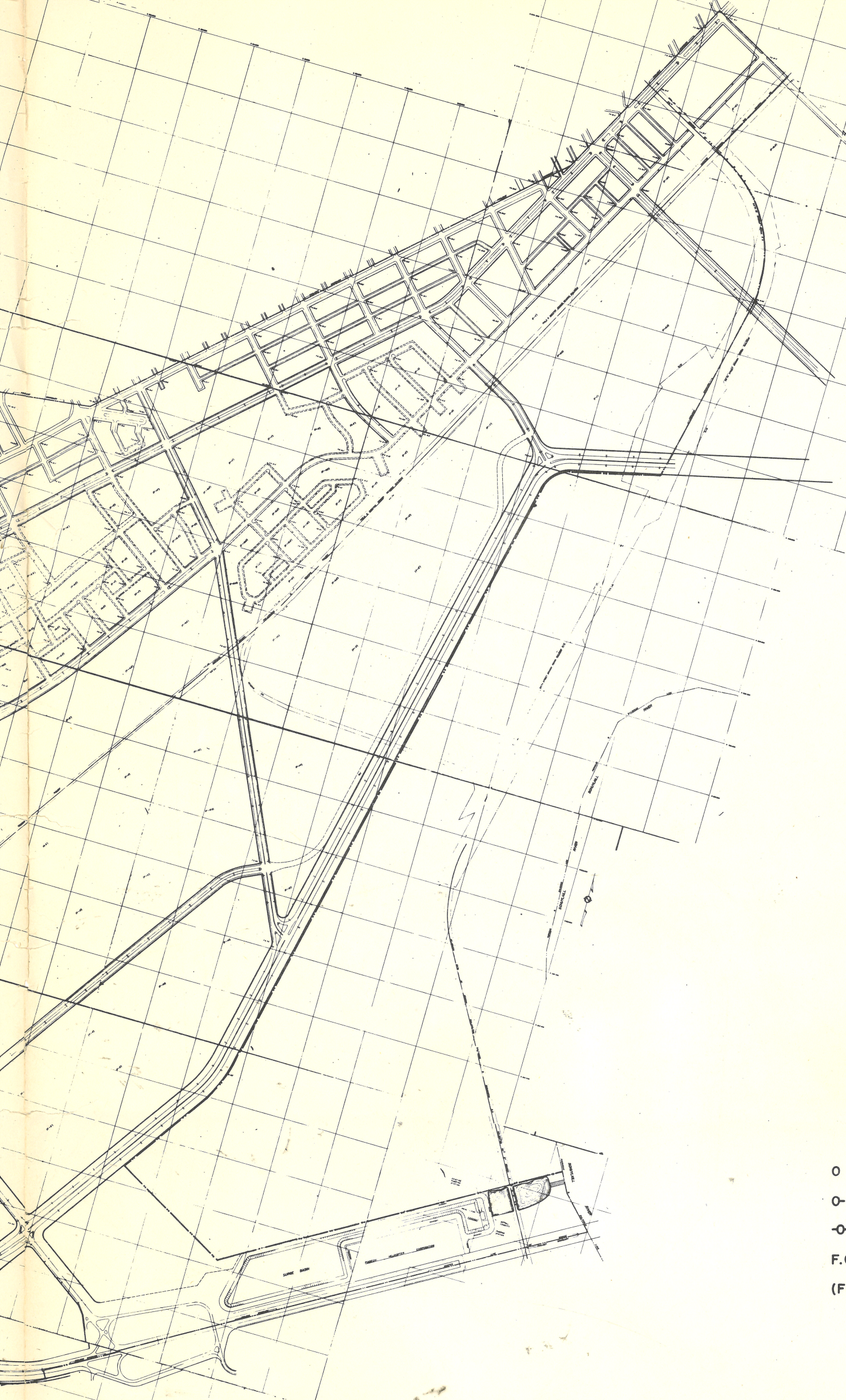
Bearings and distances indicated (P) are from confirmed City Plans of the City of Philadelphia. Bearings and distances on the above Boundary Survey are US Standard and tie into the coordinate system of the U. S. Corps of Engineers.

November 25, 1957

Judson F. Vogdes, Jr.
Registered Engineer
34 South 17th Street
Philadelphia 3, Pennsylvania

ATTACHMENT B





LEGEND

- POLE TYPE STREET STANDARD
- SINGLE DAVIT STREET LIGHT
- DOUBLE DAVIT STREET LIGHT
- F.G. FINISHED GRADE
- (F-3') FILL

REDEVELOPMENT AUTHORITY
OF THE CITY OF PHILADELPHIA

EASTWICK PROJECT ENGINEERS
PHILADELPHIA, PA.

HARRIS-DECHANT ASSOCIATES
CONSULTING ENGINEERS

HENRY S. CHURCHILL
PLANNING CONSULTANT

MAJOR GRADING
AND
SPECIAL SITE IMPROVEMENT
PLAN

REVISED: AUGUST 26, 1957
DRAWN BY: DATE: 9 MARCH, 1956
CHECKED BY: W. H. S. SCALE: 1" = 1000'

MAP NO. 9

ATTACHMENT C

DAVID J. SMALLS and	:	COURT OF COMMON PLEAS
VIRGINIA L. SMALLS	:	
and	:	
JAMES CURTIS AYERS and	:	
GWENDOLYNN AYERS, h/W	:	
and	:	
DONALD BAILEY and LINDA	:	
JOYCE BAILEY, et al	:	
	:	JANUARY TERM, 1986
vs.	:	
	:	
THE KORMAN CORP.	:	
and	:	
REDEVELOPMENT AUTHORITY	:	
OF THE CITY OF PHILADELPHIA:	:	
et al	:	NO. 781

- - -

Oral deposition of MICHAEL R. ARNO,
pursuant to the Pennsylvania Rules of Civil Procedure,
taken in the law offices of Wolf, Block, Schorr and
Solis-Cohen, 12th Floor, Packard Building,
Philadelphia, Pennsylvania 19102, Thursday, March
1, 1990, commencing at or about ten-twenty o'clock
a.m., Eastern Standard Time, before Colleen M.
Trottier, Certified Court Reporter-Notary Public.

- - -



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TEL. (215) 732-4882

1 A Twenty, maybe; that might be a little
2 high.

3 Q It could have been less than twenty?

4 A Yes.

5 Q Did the type of short haul dumping you
6 described, did that increase in that area between
7 '69 and '75?

8 A I don't recall that area as being a
9 problem for short haul dumping at all.

10 Q Did the Redevelopment Authority have any
11 obligations, in terms of cleaning up any part of
12 the area before there was going to be construction?

13 A Our obligation was to bring the area
14 up to city plan grade, to either install or
15 cause to be installed the curb, sidewalks, trees
16 and the walkway improvements.

17 Q What about the actual lots on which the
18 homes were built; was there any obligation to
19 do anything on those lots?

20 A Other than to bring those lots up to city
21 plan grade.

22 Q Do you mean by "grade", do you mean fill?

23 A Fill, yes.

24 Q Other than that --

DAVID J. SMALLS and	:	COURT OF COMMON PLEAS
VIRGINIA L. SMALLS	:	
and	:	
JAMES CURTIS AYERS and	:	
GWENDOLYNN AYERS, h/w	:	
and	:	
DONALD BAILEY and	:	
LINDA JOYCE BAILEY, et al	:	
	:	JANUARY TERM, 1986
vs.	:	
	:	
THE KORMAN CORP.	:	
and	:	
REDEVELOPMENT AUTHORITY OF	:	
THE CITY OF PHILADELPHIA,	:	
ET AL	:	NO. 781

- - -

Continuing oral deposition of
MICHAEL R. ARNO, pursuant to the Pennsylvania Rules
of Civil Procedure, taken in the law offices of
Wolf, Block, Schorr and Solis-Cohen, 12th Floor,
Packard Building, Philadelphia, Pennsylvania
19102, Wednesday, March 7, 1990, commencing at
or about ten-twenty o'clock a.m., Eastern Standard
Time, before Colleen M. Trottier, Certified Court
Reporter-Notary Public.

- - -

CCR

CENTER CITY REPORTING, INC.

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TEL. (215) 732-4882

1 (It was agreed by and among
2 counsel that sealing, certification and
3 filing of the within deposition are
4 hereby waived.

5 All objections, except as to
6 the form of the question, are reserved
7 until the time of trial.)

8 - - -

9 MICHAEL R. ARNO, having been
10 previously sworn, was examined and
11 testified as follows:

12 BY MR. CHIRLS:

13 Q Mr. Arno, you are still under oath from
14 the last session and you are aware of that; is
15 that right?

16 A Yes.

17 Q You mentioned a thing called hydraulic
18 fill at the last session.

19 A Yes.

20 Q Can you tell us what that is?

21 A Well, we had fill dredged from the Delaware
22 River and it was stockpiled in Eastwick and then
23 moved from the stockpiles to the locations where
24 it was needed.

1 Q When you say you had fill dredged, that
2 is to say somebody scooped --

3 A Someone dredged, you know, the dredging
4 company was dredging the Delaware River.

5 Q That is the river bottom?

6 A Yes.

7 Q Do you know how long this process took?

8 A Not precisely. It would have been
9 between '59 and '61.

10 Q That is before you were there?

11 A Yes.

12 Q You are not knowledgeable about
13 specifications, quality control and things like
14 that at this time?

15 A During the hydraulic fill operation, no,
16 I was not.

17 Q Is there a person you know of who is
18 knowledgeable on that issue?

19 A Well, the most knowledgeable person
20 would have been John Morrison, and he has died.
21 I think Frank Cona was with him, was an assistant
22 engineer for the Eastwick Project during some
23 of that period of time. C-O-N-A.

24 Q Do you know where Frank Cona is, if anywhere,

1 these days?

2 A. I believe he works for Gaudet Associates,
3 G-A-U-D-E-T.

4 Q That is in Philadelphia?

5 A. Yes.

6 Q Who did you buy your home from in 1964,
7 was it?

8 A. It would have been the New Eastwick
9 Corporation.

10 Q Do you remember who the salesperson was?

11 A. Frank McClatchy.

12 Q Is that somebody you deal with, now?

13 A. No.

14 MR. CUKER: How do you spell
15 that?

16 THE WITNESS: M-c C-L-A-T-C-H-Y.

17 BY MR. CHIRLS:

18 Q You had been working on Eastwick in your
19 job by the time you bought your home; is that
20 correct?

21 A. Yes, I was an urban renewal technician
22 for the Redevelopment Authority in Eastwick,
23 among other projects.

24 Q You talked about a fellow named Doxiadis;

ATTACHMENT D

SOILS REPORT

PROPOSED RESIDENTIAL DEVELOPMENT
EASTWICK
PHILADELPHIA, PENNSYLVANIA

Mc Clymont and Rak
Geotechnical Engineers Inc.

project no. 2411

PRALDCA000105

Mc Clymont and Rak

Geotechnical Engineers Inc.

1059 THOMAS BUSCH MEMORIAL HIGHWAY
PENNSAUKEN, NEW JERSEY 08110

(609) 488-1700

(215) 627-6457

September 22, 1989

Leon N. Weiner & Associates, Inc.
4 Denny Road
Edgemart Building
Wilmington, DE 19809

ATTN: Mr. Irv Mazer
Vice President

RE: Report on Preliminary Geotechnical Investigation
PROPOSED RESIDENTIAL DEVELOPMENT
EASTWICK
Philadelphia, Pennsylvania
Our Report No. 2411

Dear Irv:

This report contains the results of our preliminary geotechnical investigation at the site of the Proposed Residential Development located in the Eastwick section of Philadelphia, Pennsylvania, as shown on the Site Plan, Plate 1.

PURPOSES OF OUR INVESTIGATION

The purposes of our investigation were:

1. To determine the stratigraphy and the characteristics of the subsurface materials in a general manner;
2. To recognize any unusual foundation problems that may be encountered at the site; and
3. To locate the groundwater table at the time of our field work.

FIELD WORK

The subsurface investigation included 11 test borings located as shown on the Site Plan, Plate 1. The borings locations were staked out in the field by our personnel.

The depths of the borings ranges from 17 to 37 feet. Soil samples were obtained at five foot intervals using Standard Split-Barrel Samplers ASTM D-1586.

All samples were brought to our Soils Laboratory, where each was examined and classified by a Soils Engineer. The field borings logs prepared by the drillers were utilized in conjunction with the laboratory tests results and the Soils Engineer's classifications in preparing the Logs of Borings presented on Plates 2 through 12. The nomenclature utilized in describing the subsurface soils is presented on Plate 13.

An extensive laboratory testing program was completed, including 17 Sieve Analyses, 15 Hydrometer Analyses, 32 Moisture Content Determinations. The tests results are presented on Plates 14 through 17.

SUBSURFACE CONDITIONS

A generalized cross-section of the site is presented on page 4. This section is schematic and it is only intended to provide a visual aid in understanding the subsurface conditions at the site. It is NOT meant to be accurate, except for the actual borings locations. Plots of the penetration resistances versus depth are presented on the Logs of in Borings Plates 2 through 12.

The soils in the upper eight to 20 feet consist of thick layers of silt, organic silt and peat, interbedded with sand layers. These soils may have been deposited by dredges (spoils from dredging in one of the nearby waterways) or could be an old marsh area. In several locations, we detected a strong smell, much like diesel-fuel; this suggests that the subsoils may be contaminated. These soils are very compressible.

Also, it is important to realize that the peat interbeds contained in the Marsh Deposit may be undergoing a decomposition process, with the consequent formation and release of Methane Gas, that can possibly migrate upwards.

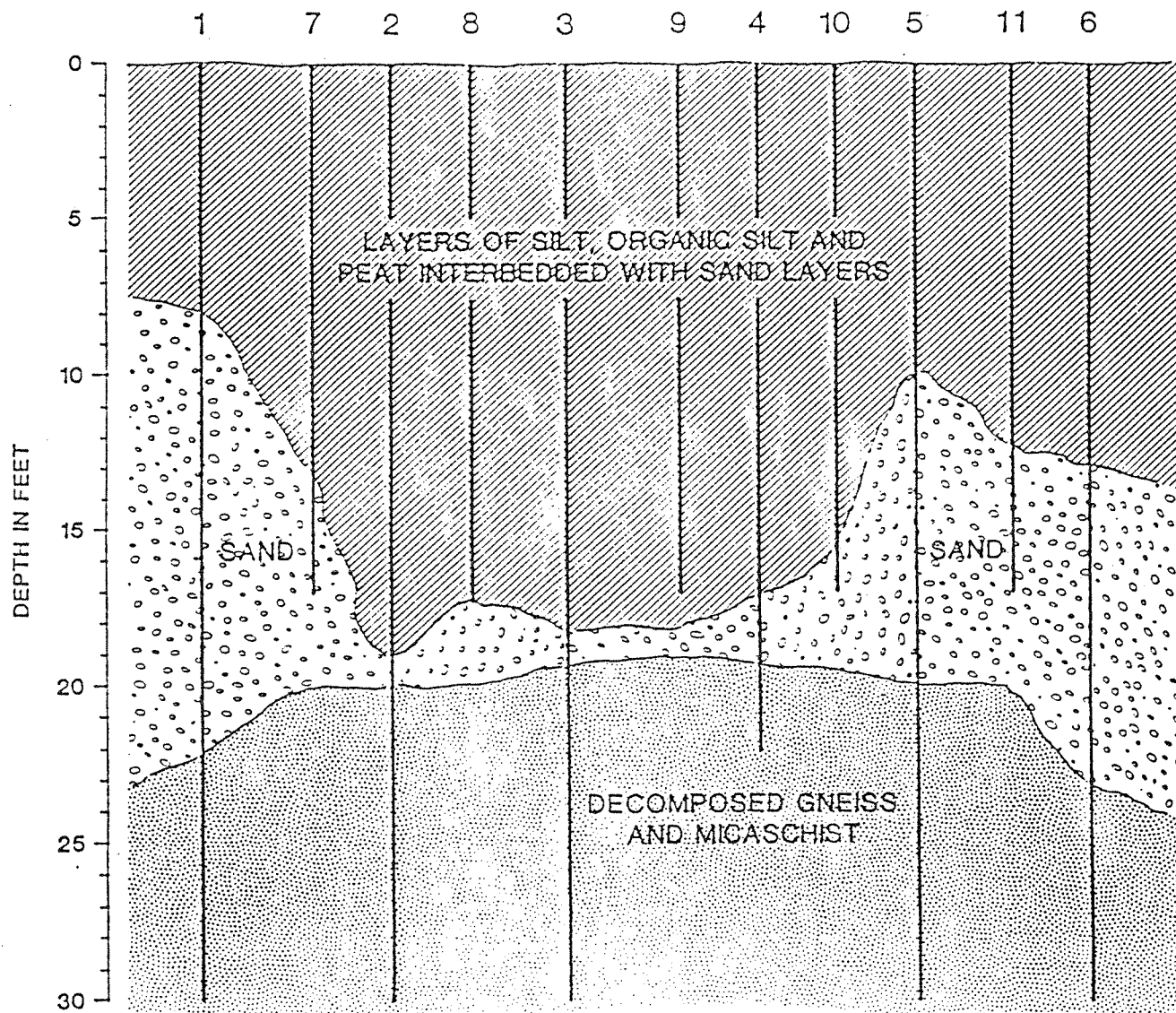
The Marsh Deposit is underlain by "fine to medium, or fine to coarse, sands with a low to moderate clay and silt content and occasional fine rounded gravel". The relative density of these soils is "medium dense" to "dense". The gradation characteristics of these soils are illustrated by the Gradation Curves presented on Plates 14 to 17. These soils are relatively incompressible under the low to moderate loads.

The Sands are underlain by Decomposed Micaschist and Gneiss, described on the boring logs as "brown and gray micaceous fine to coarse sand and silt, with occasional quartz fragments". The soils of this stratum are residual soils and weathered rock, that resulted from the progressive weathering and decomposition of the mother micaschist and gneiss bedrock. There is a gradual change in the deposit from "decomposed micaschist" into "weathered micaschist". In simple terms, it can be said that this stratum was, in the geologic past, sound micaschist, gneiss and quartzite bedrock. With the passage of time and the action of the groundwater, the bedrock weathered and decomposed into what today are residual soils and weathered rock. The grain-size characteristics of the Decomposed Micaschist are illustrated by the gradation curves presented on Plates 14 through 17. Penetration resistances indicate that (a) the relative density of the Decomposed Micaschist ranges from "dense" to "very dense"; and (b) thin ledges or boulders of sound gneiss and quartz exist within the Decomposed Micaschist.

The lower portion of this deposit consists essentially of "weathered rock", i.e., micaschist and gneiss bedrock that has been fractured and weathered. The texture of the original rock remains more or less intact, and the density is comparable to that of the intact bedrock. However, the cohesion between particles has been partially lost. The presence of rock ledges, boulders and cobbles are evidenced by the very high penetration resistances.

GROUNDWATER

The groundwater table (Phreatic Line) was encountered at the time of our field work between depths of eight and 11 feet below the existing grades, as shown on the Boring Logs. However, it is quite possible that the water level may undergo seasonal variations.



SECTION A-A

DISCUSSION AND RECOMMENDATIONS

GENERAL

The three conditions that are most relevant regarding the design and construction of residential units at the site are (a) the possible contamination of the subsoils with hydrocarbons; (b) the high compressibility of the Marsh Deposit; and (c) the possible presence of methane (swamp gas).

We recommend to support the proposed structures on timber piles driven through the Marsh Deposit and bearing into the Sands and/or the Decomposed Gneiss and Micaschist. Piles will be 20 to 30 feet in length and may be designed to support a "safe load" of 20 to 35 tons per pile, depending on the pile length.

Timber piles may be Class-B creosote-treated piles with minimum nine-inch diameter tips, that can be designed to sustain safe vertical loads of 35 tons each and safe horizontal loads of three tons each. Natural-Taper piles (8 to 10 inches in diameter) will be capable of supporting a maximum load of 20 tons per pile. No allowance for negative skin friction is necessary.

The piles should be driven to capacity with a hammer delivering an energy of at least 14,000 foot-pounds. The driving criterion will be determined by the Soils Engineer using a dynamic formula to be selected after the pile contractor chooses the type and size of hammer, since different formulas are best suited for each type of hammer.

All piles should be driven under the full-time supervision of the Soils Engineer who shall keep a log for each pile. The function of the Soils Engineer during the pile driving operations is to ascertain that the Project Specifications are followed and that the interests of the Owner are best served.

We recommend that Driving Tests be made at the commencement of the pile driving operations, in addition to one Pile Load Test. The tests results would be used by the Soils Engineer in conjunction with Wave-Equation Analyses to satisfy Code requirements.

FLOOR SLABS

The floor slabs will be best supported on grade beams that in turn should be supported on piles driven as discussed above. If the floor slabs were not supported on piles, the following considerations apply:

1. In those areas where no additional fill will be placed, settlement should be expected under the slabs, that will be caused by (a) on-going secondary consolidation of the peat and organic silt; and (b) the weight of the slab. The secondary consideration may amount to one to two inches over a period of several years, and the settlement caused by the weight of the slab will be most likely about an inch, or less. Consequently, if no additional fill is added, the slabs may be constructed on grade and only a small settlement should be expected.
2. If any fill is added to raise the building areas, we estimate that about one half-inch of settlement will take place for every foot of fill placed, and that about 90 percent of the settlement will take place in a period of about 16 weeks. Consequently, if any additional fill were placed, it would be best to delay the construction of the slabs for at least 16 weeks, in order to allow for the greater portion of the settlements to take place.

The existing soils under the slab, and the new fill, should be thoroughly compacted to at least 95 percent of the Maximum Modified Density (ASTM D-1557).

PAVEMENT DESIGN

In paving areas, the first operation should be to proofroll and densify the existing subgrades with a vibratory compactor. The degree of densification should be verified in the field by the Soils Engineer's representative, who would carry out In-Place Density Tests as the proofrolling and densification proceeds.

Any particularly loose areas detected during the proofrolling operation should be corrected. Correcting should consist of either (a) excavating the loose area in those cases where the materials encountered are unsuitable; or (b) if the materials can be reused, excavate the loose soils, densify the exposed subgrade and backfill in layers using the same materials.

After the proofrolling and densification of the pavement subgrades is completed, the Soils Engineer's Representative will authorize the placement of fill, if needed.

MC CLYMONT and RAK
Geotechnical Engineers Inc.

All new fill should be placed in uniform horizontal layers ranging from 10 to 12 inches in loose thickness and should be compacted with the vibratory compactor to at least 95 percent of the Maximum Modified Density, as determined by the Modified Proctor Test, ASTM D-1557.

The degree of densification should be tested and approved by the Soils Engineer's representative, who will carry out In-Place Density Tests in layers of fill placed. No layer of fill should be added until the previous layer is tested and approved by the Soils Engineer's representative.

We recommend to complete all grading operations at least six weeks prior to paving, in order to allow for the consolidation of the underlying compressible soils (Marsh Deposit) under the weight of the new fill.

A CBR-Value of five is considered to be representative of the on-site soils compacted to 95 percent of the Maximum Modified Density (ASTM D-1557).

The following plates are attached and complete this report:

PLATE 1	- SITE PLAN
PLATES 2 THROUGH 12	- BORING LOGS
PLATE 13	- UNIFIED SOILS CLASSIFICATION
PLATES 14 THROUGH 17	- LABORATORY TESTS RESULTS

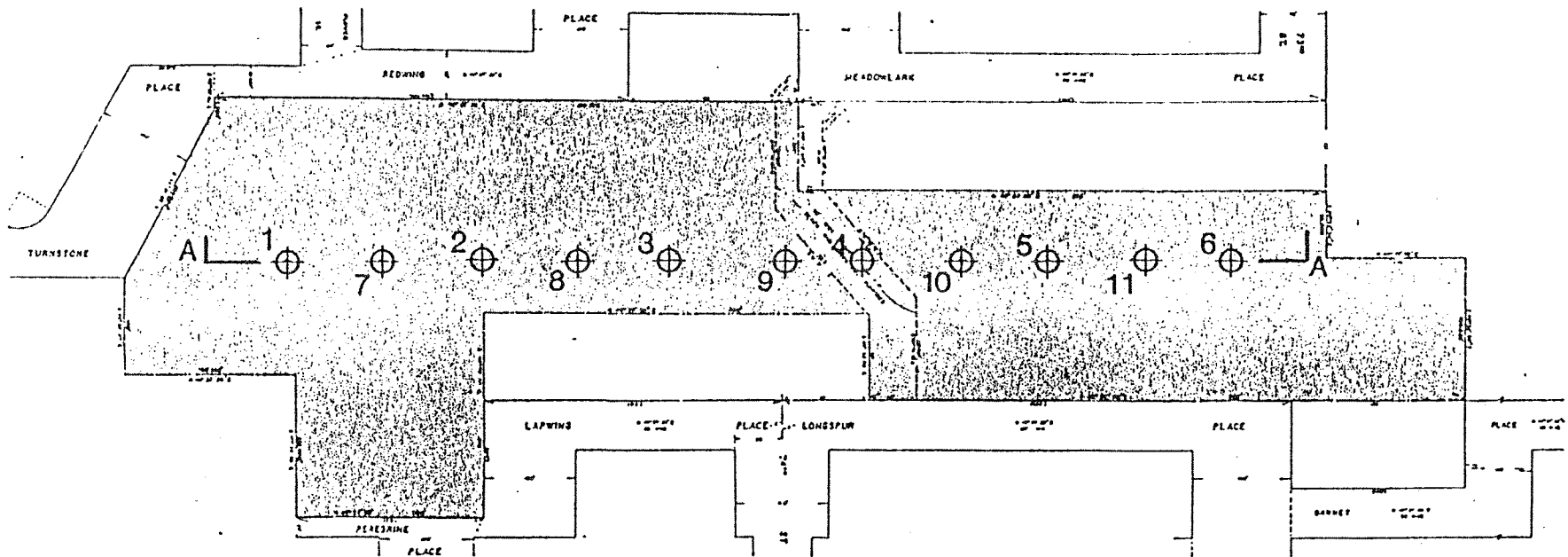
Very truly yours,

MC CLYMONT & RAK GEOTECHNICAL ENGINEERS INC.



Alfred A. Mc Clymont, P.E.

AMC/bn
2411.REP

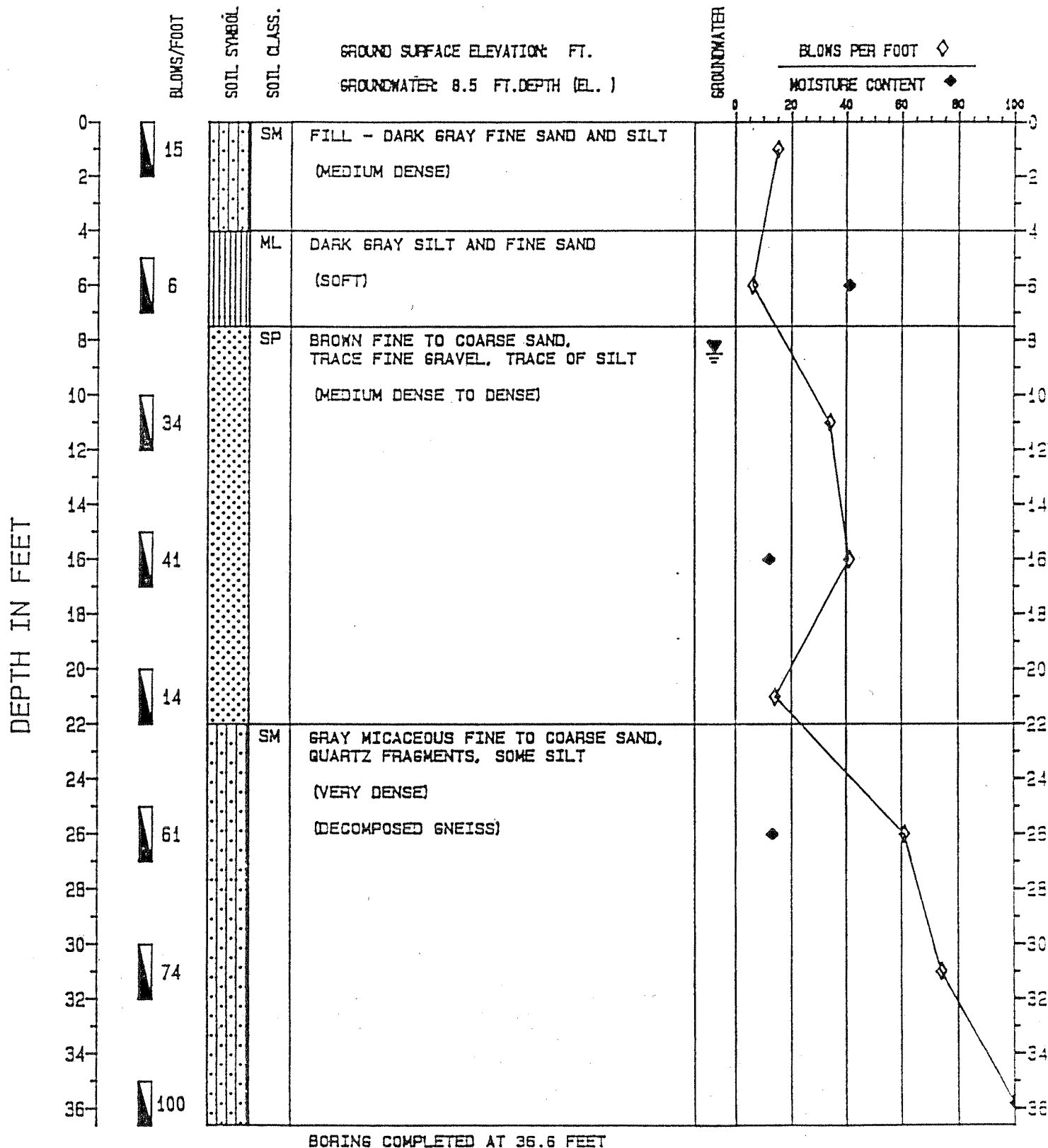


LEGEND

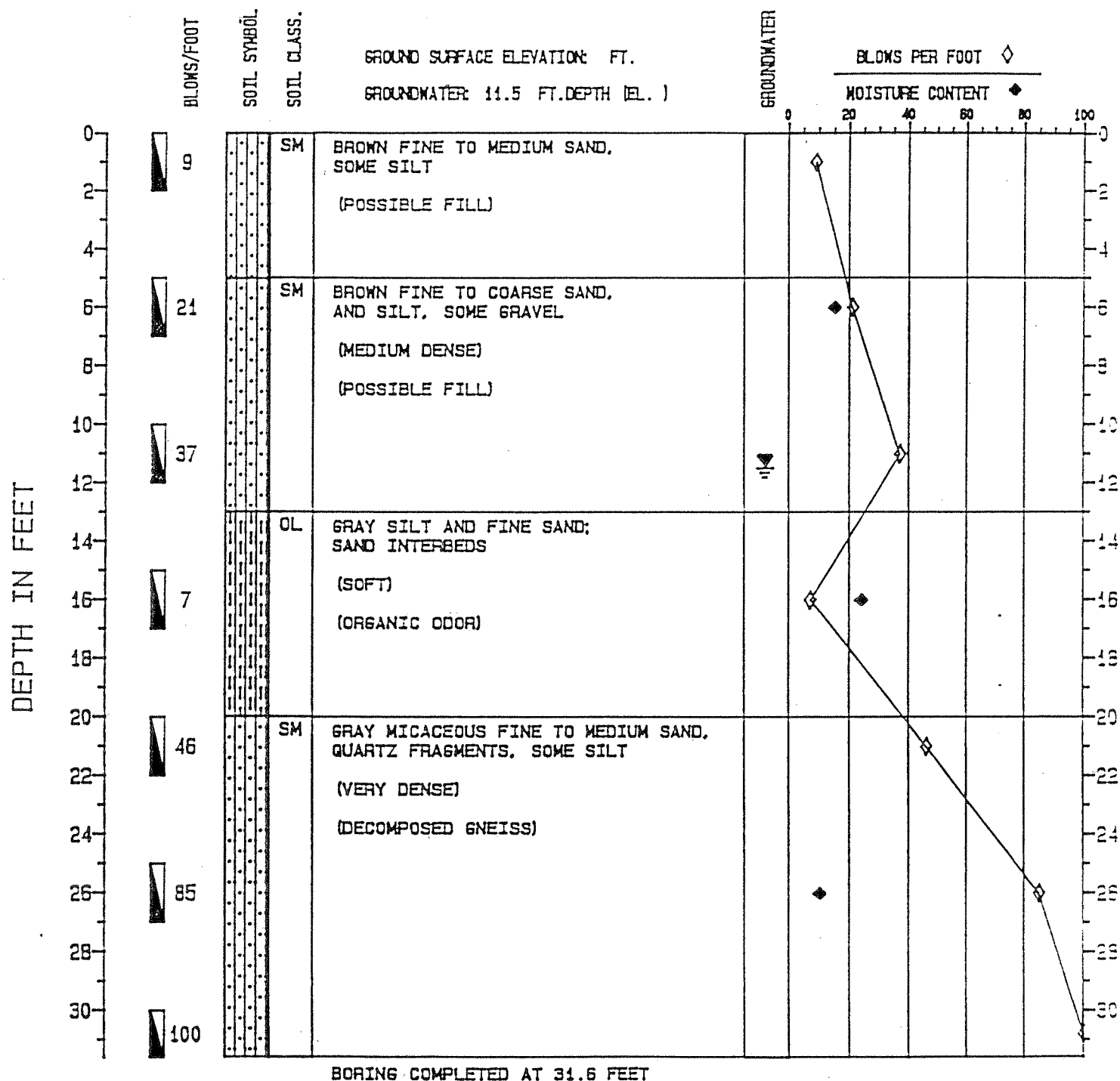
- ⊙ TEST BORINGS LOCATIONS
- A— SUBSURFACE SECTION

SITE PLAN

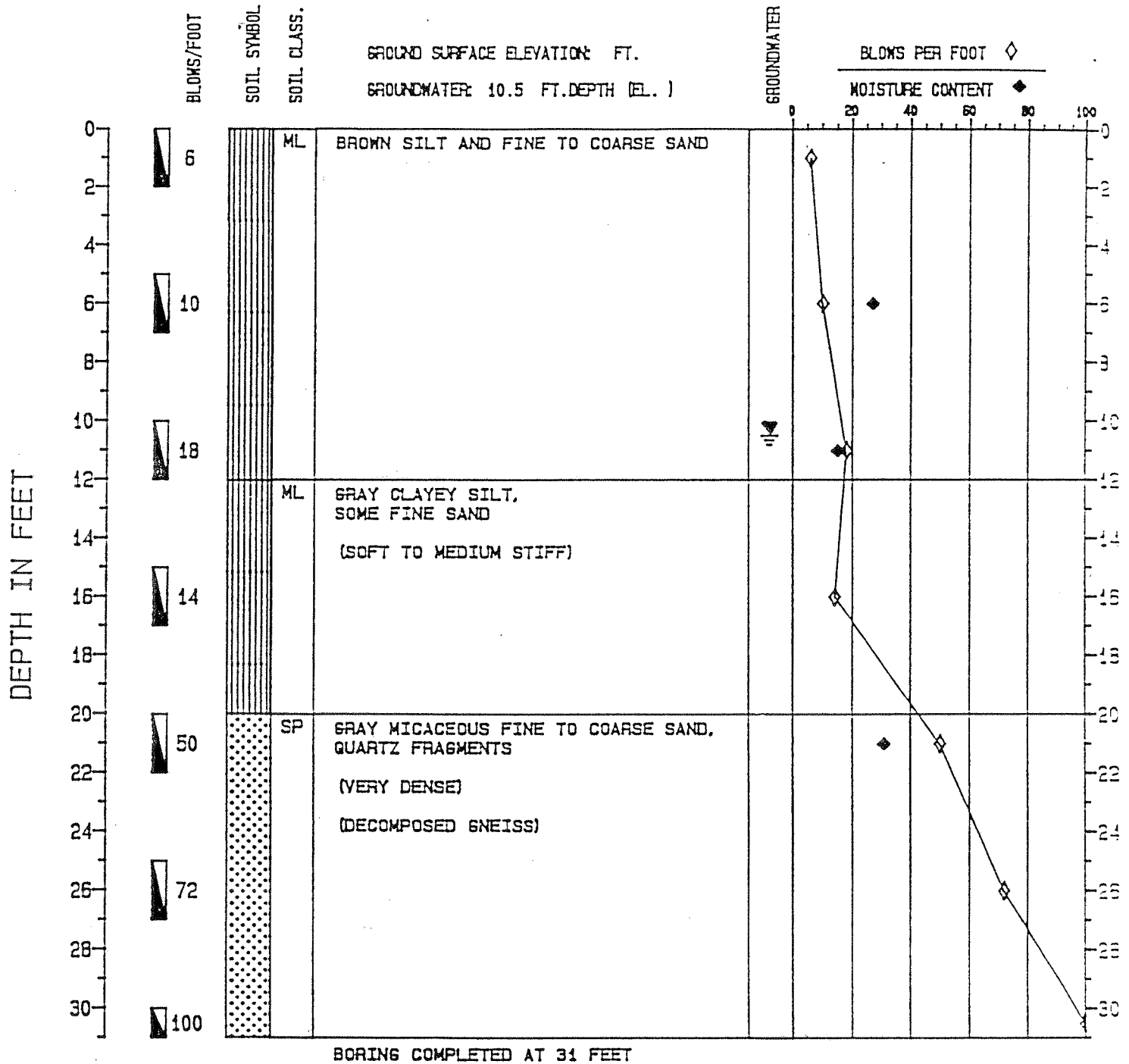
BORING 1



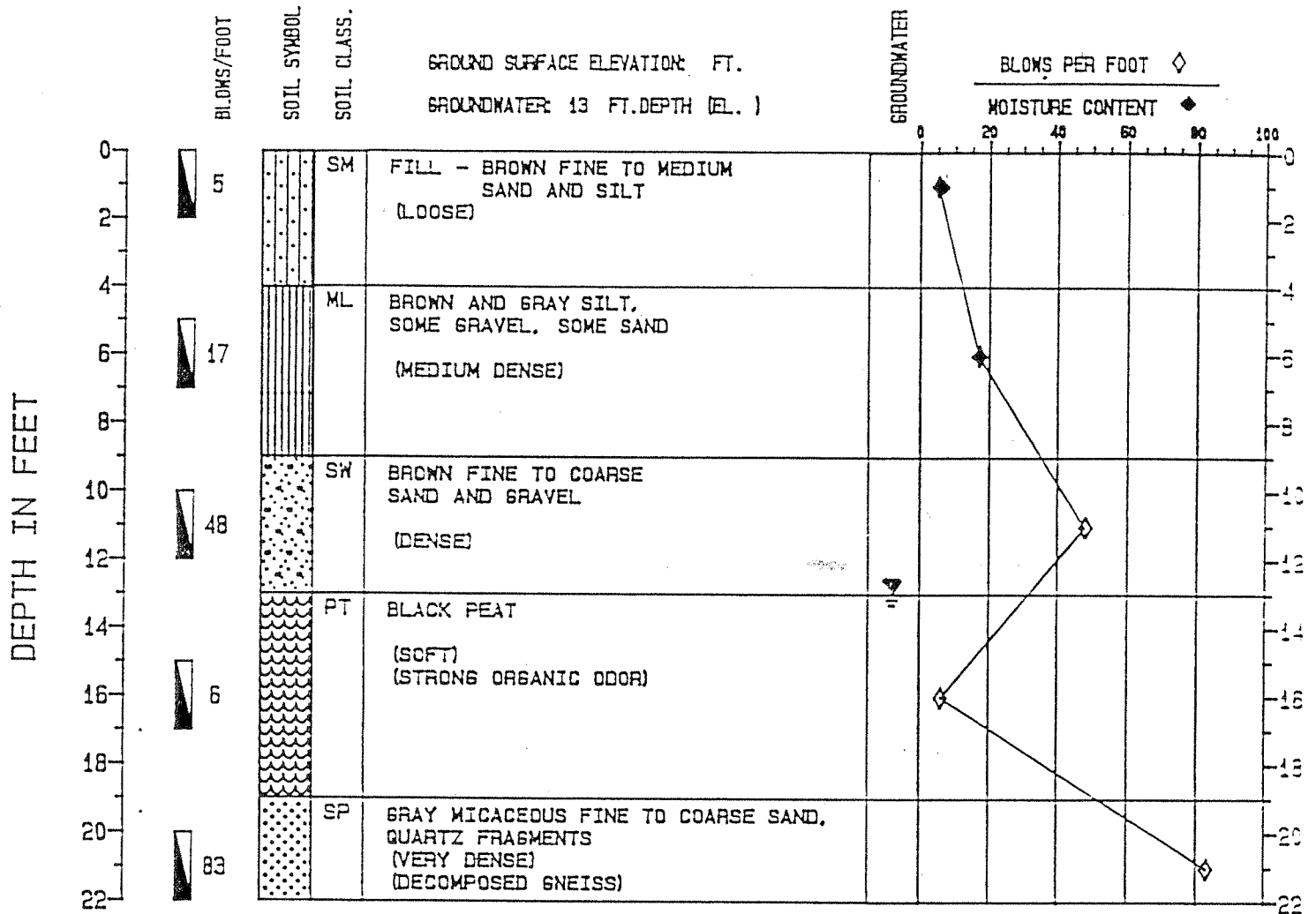
BORING 2



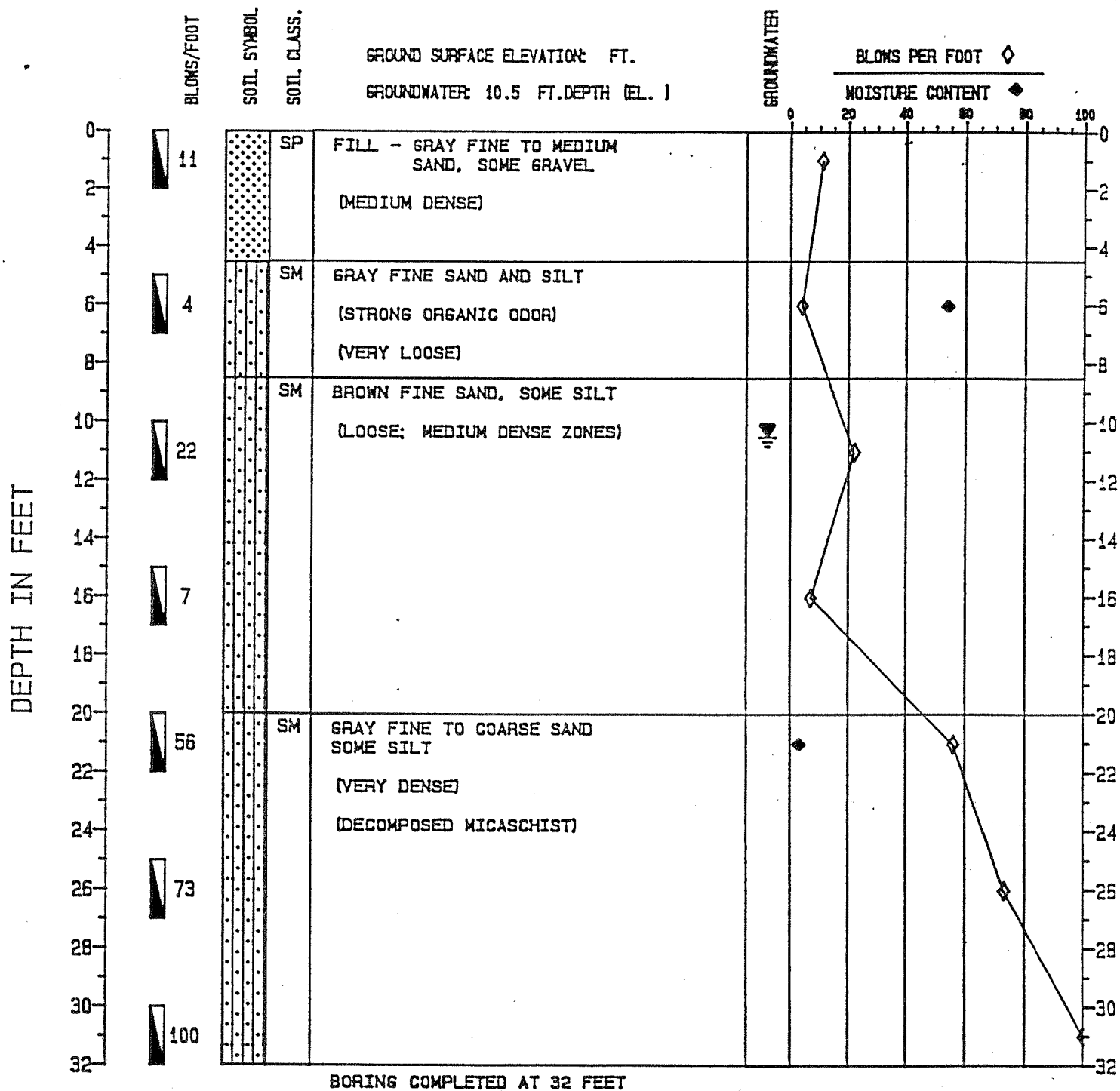
BORING 3



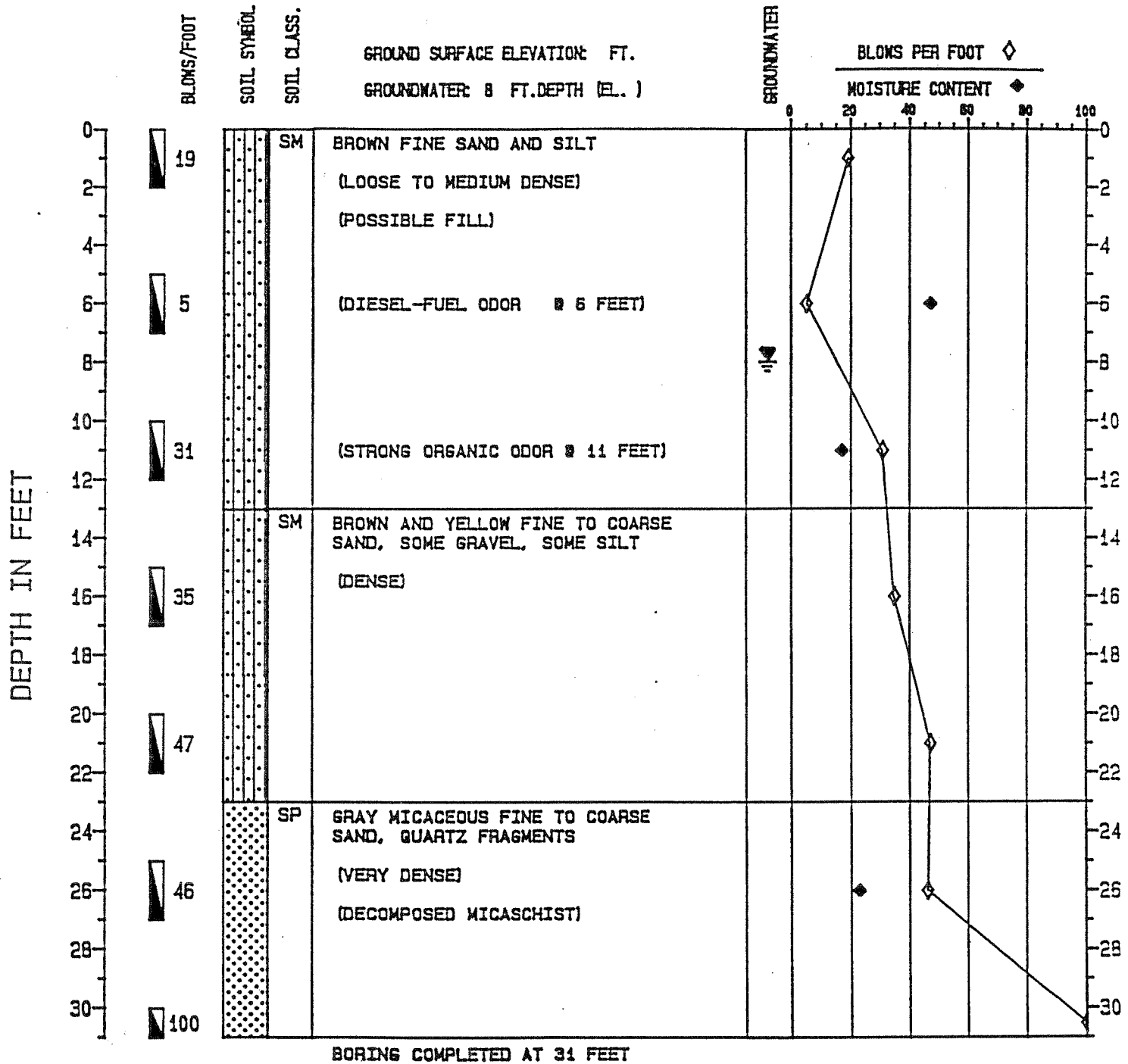
BORING 4



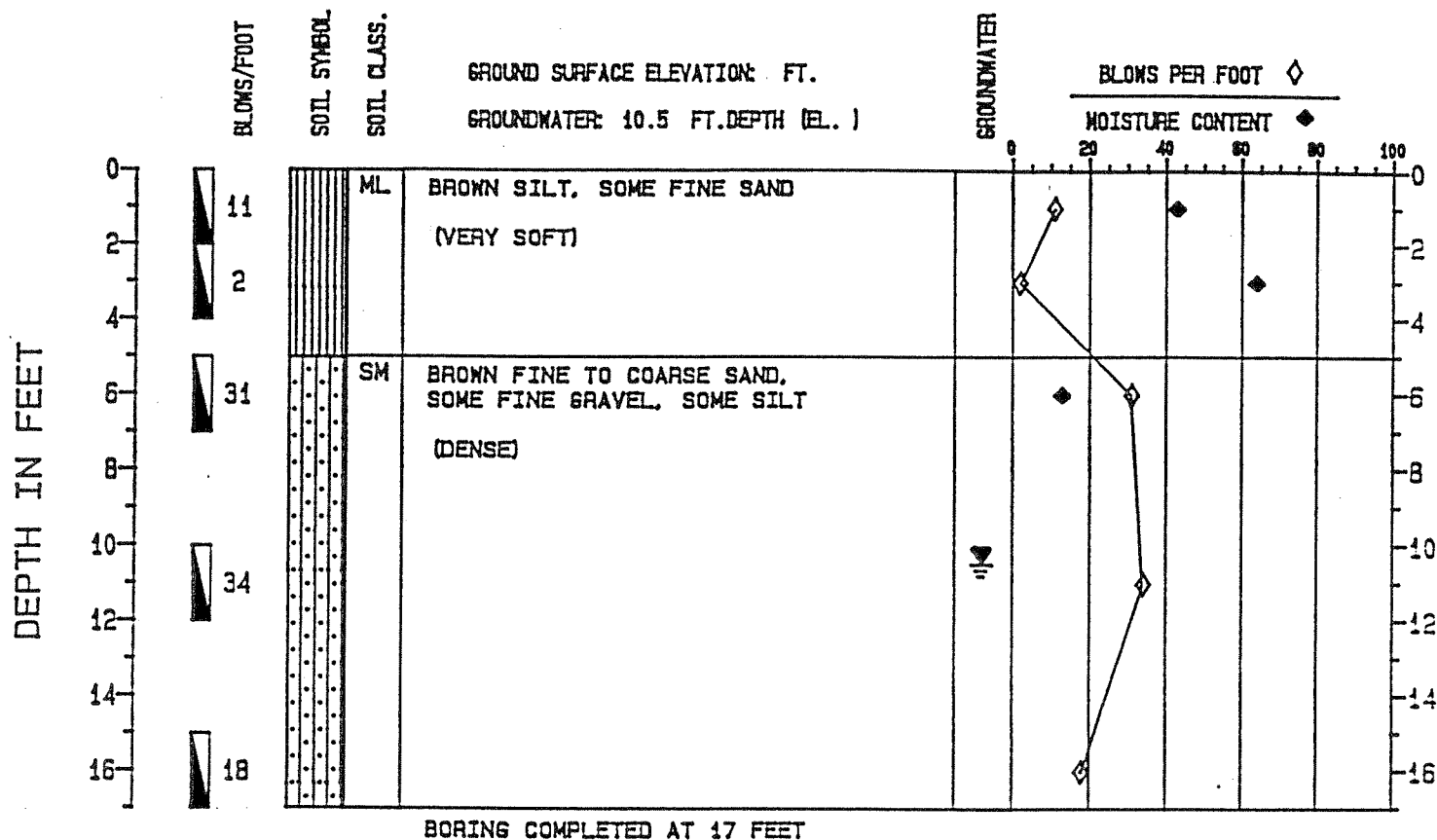
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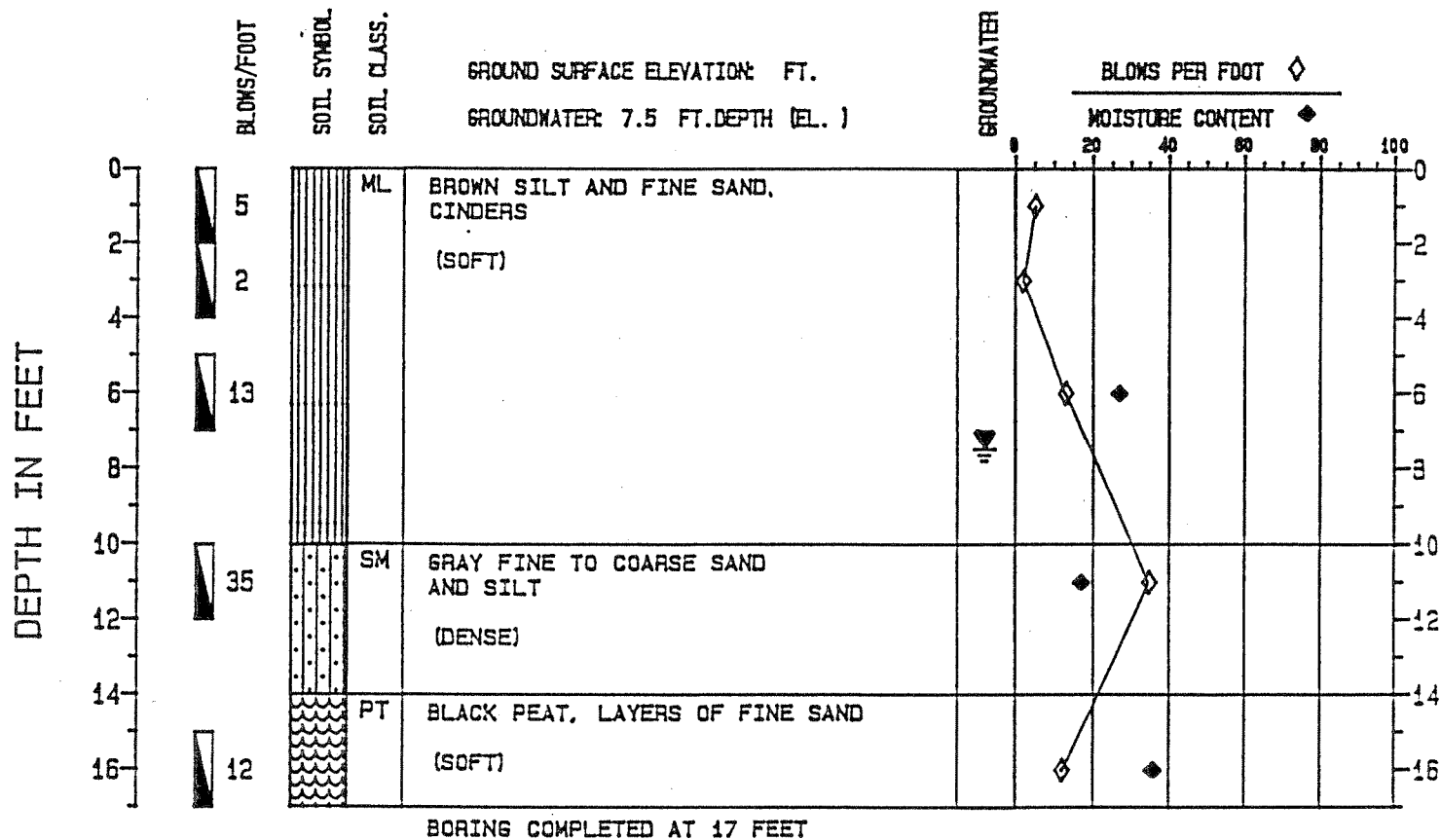
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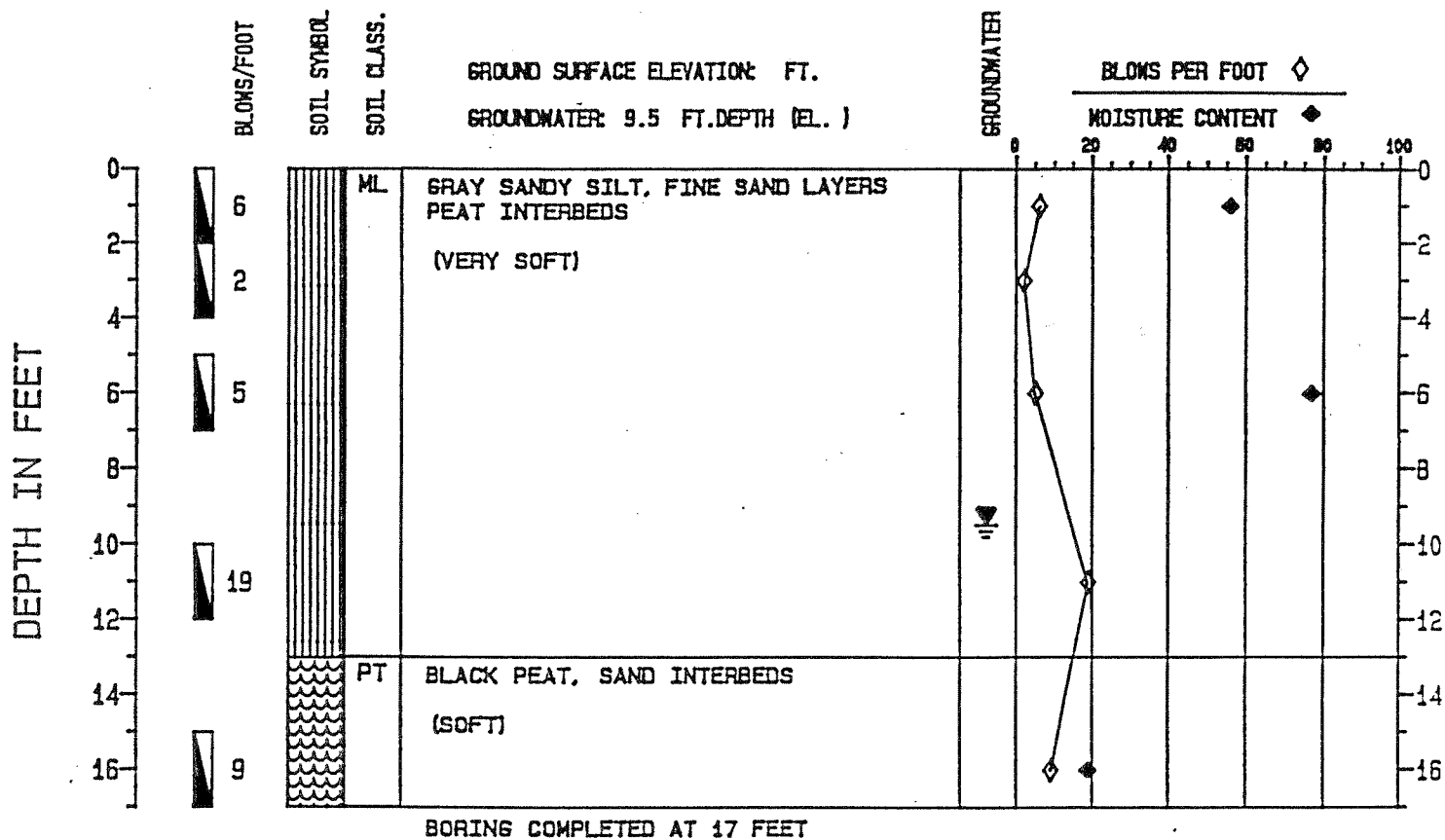
BORING 7



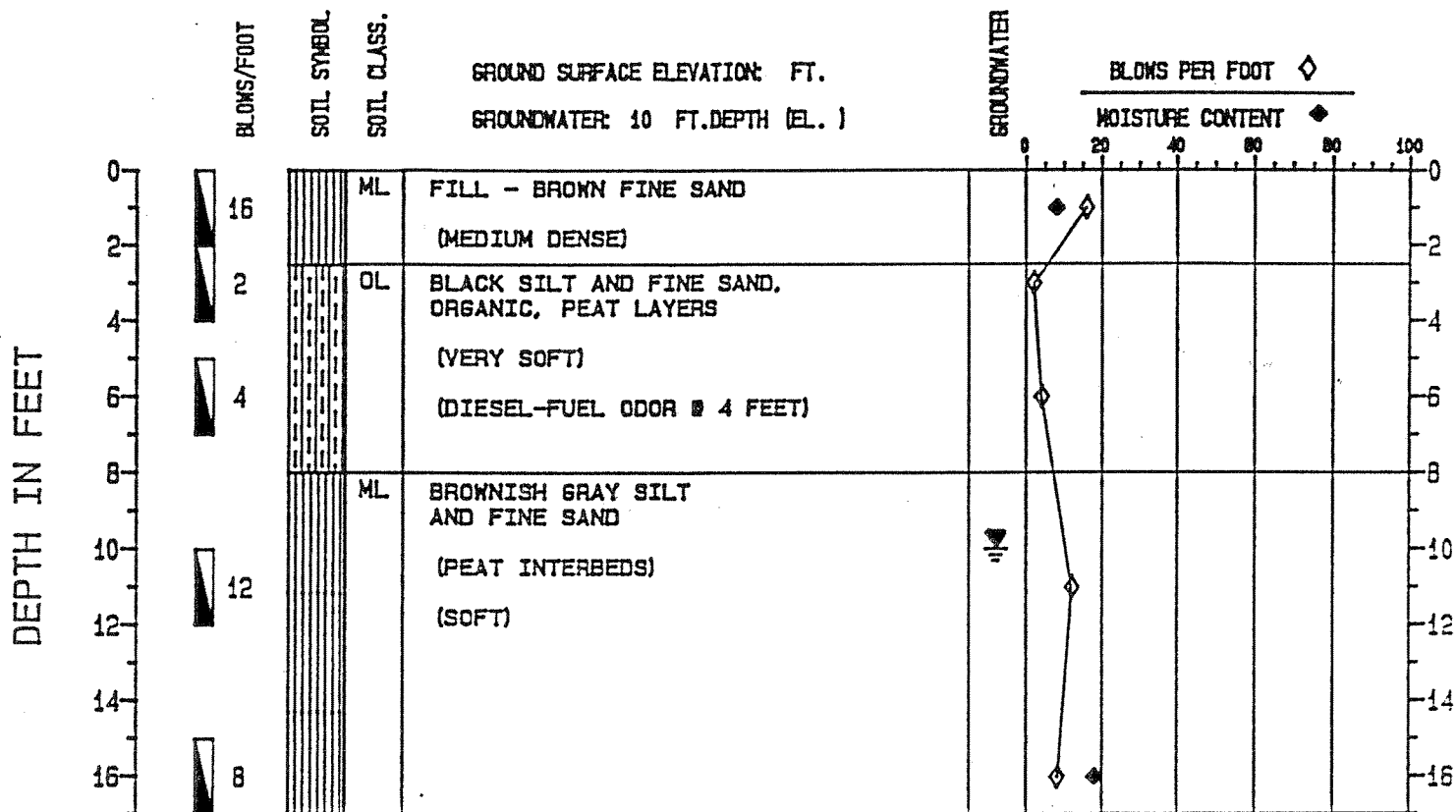
BORING 8



BORING 9

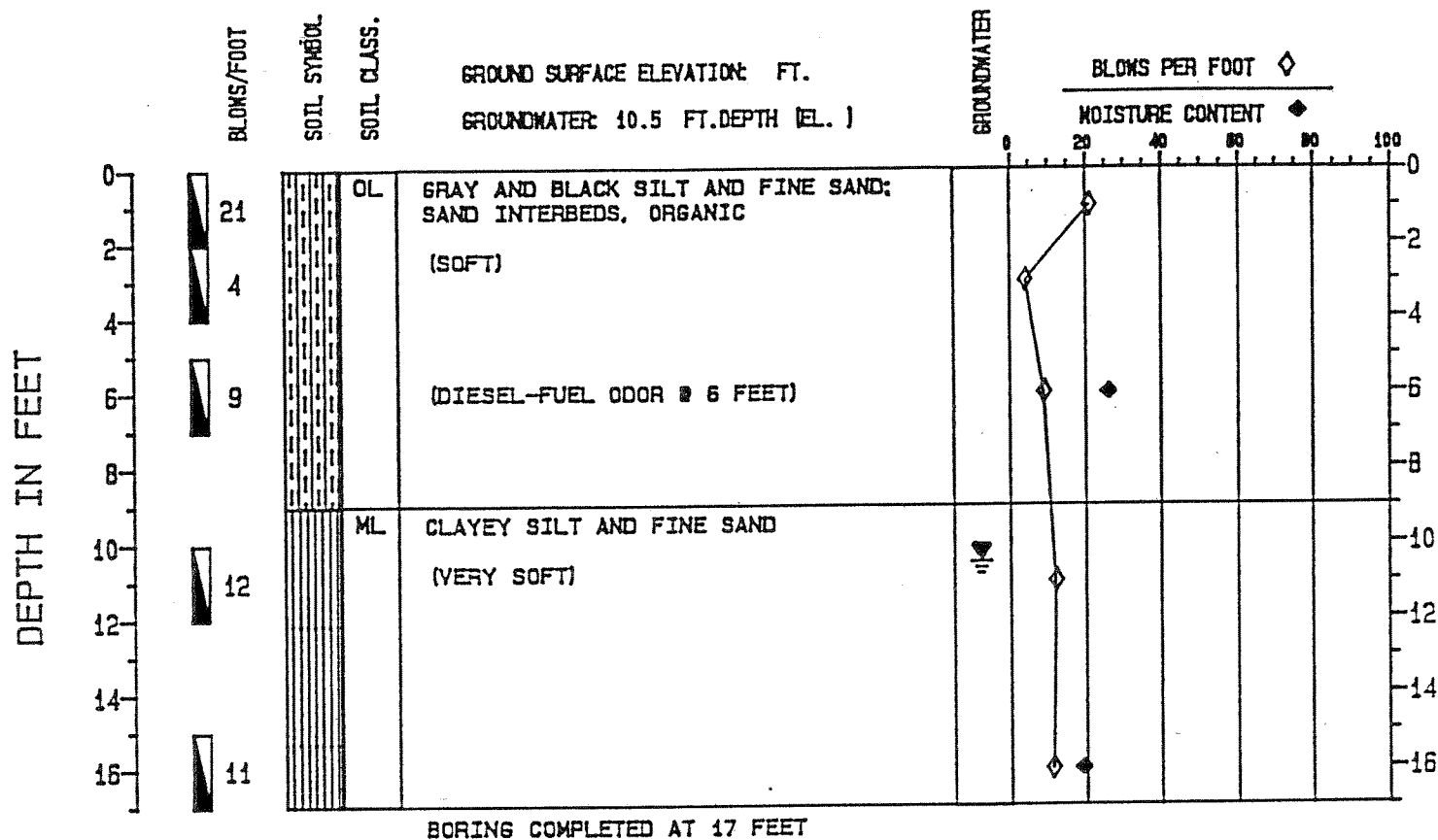


BORING 10

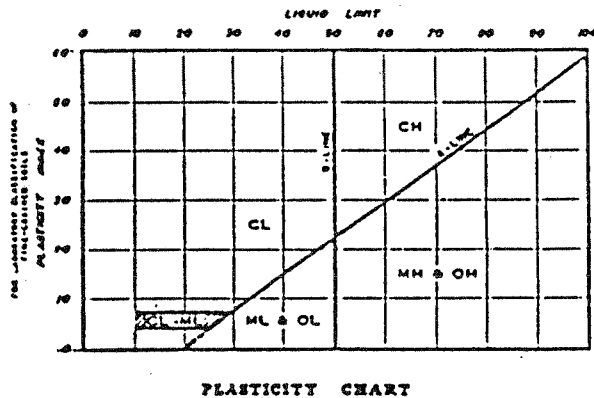


BORING COMPLETED AT 17 FEET

BORING 11



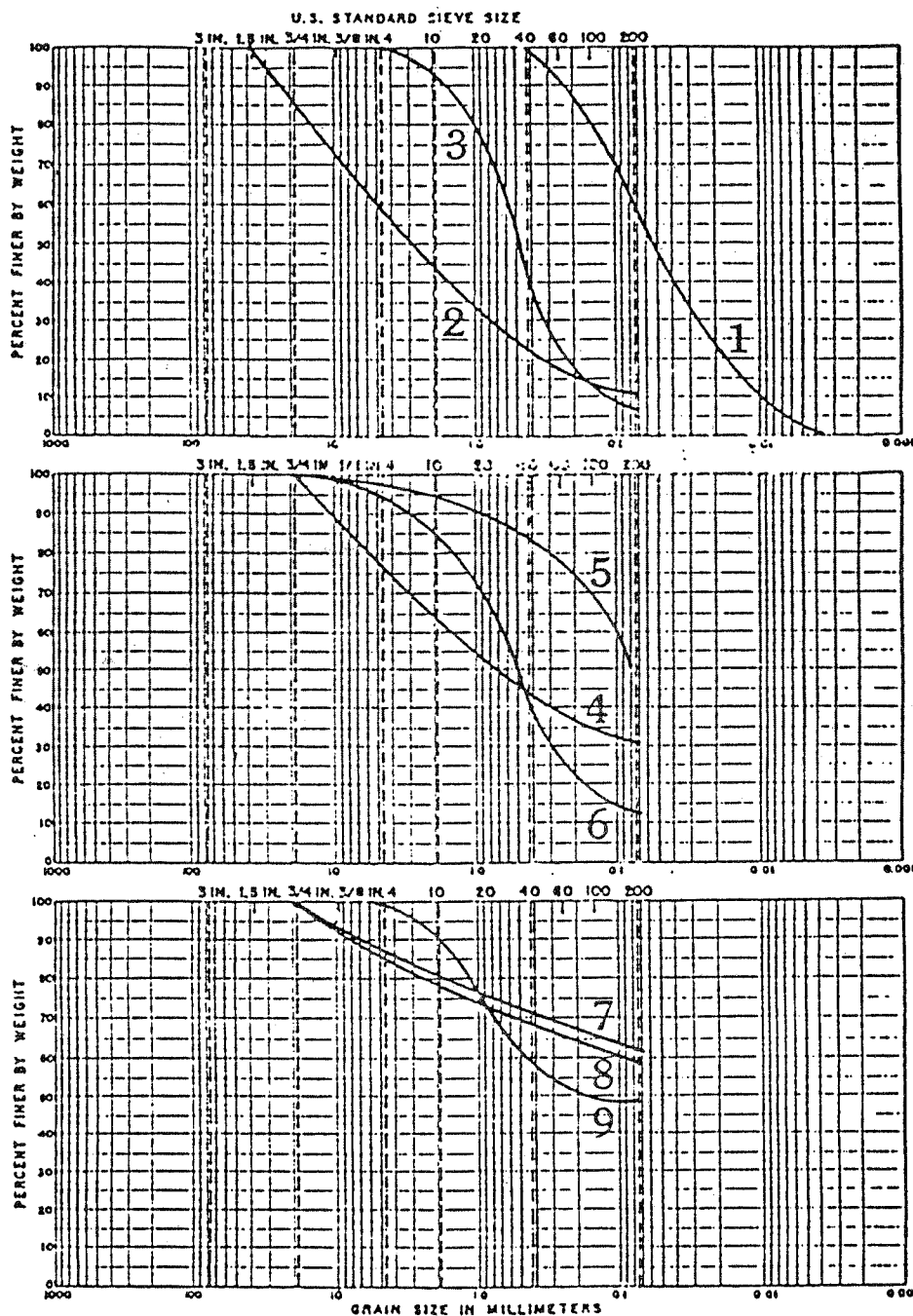
SOIL CLASSIFICATION CHART



CONVERSION OF COMPOSITE DATA TO FORM OF 1010 UNIFORM OBJECT IDENTIFICATION SYSTEM.	
COMPOSITE	UNIFORM SYSTEM, O.S.P.
YEAR 1001	LEFT HAND 100
1001	100 = 100
MID 1000 1000	100 = 1000
1000	1000 = 1000
1000 1000	1000 = 1000
1000	1000 = 1000

[illegible]

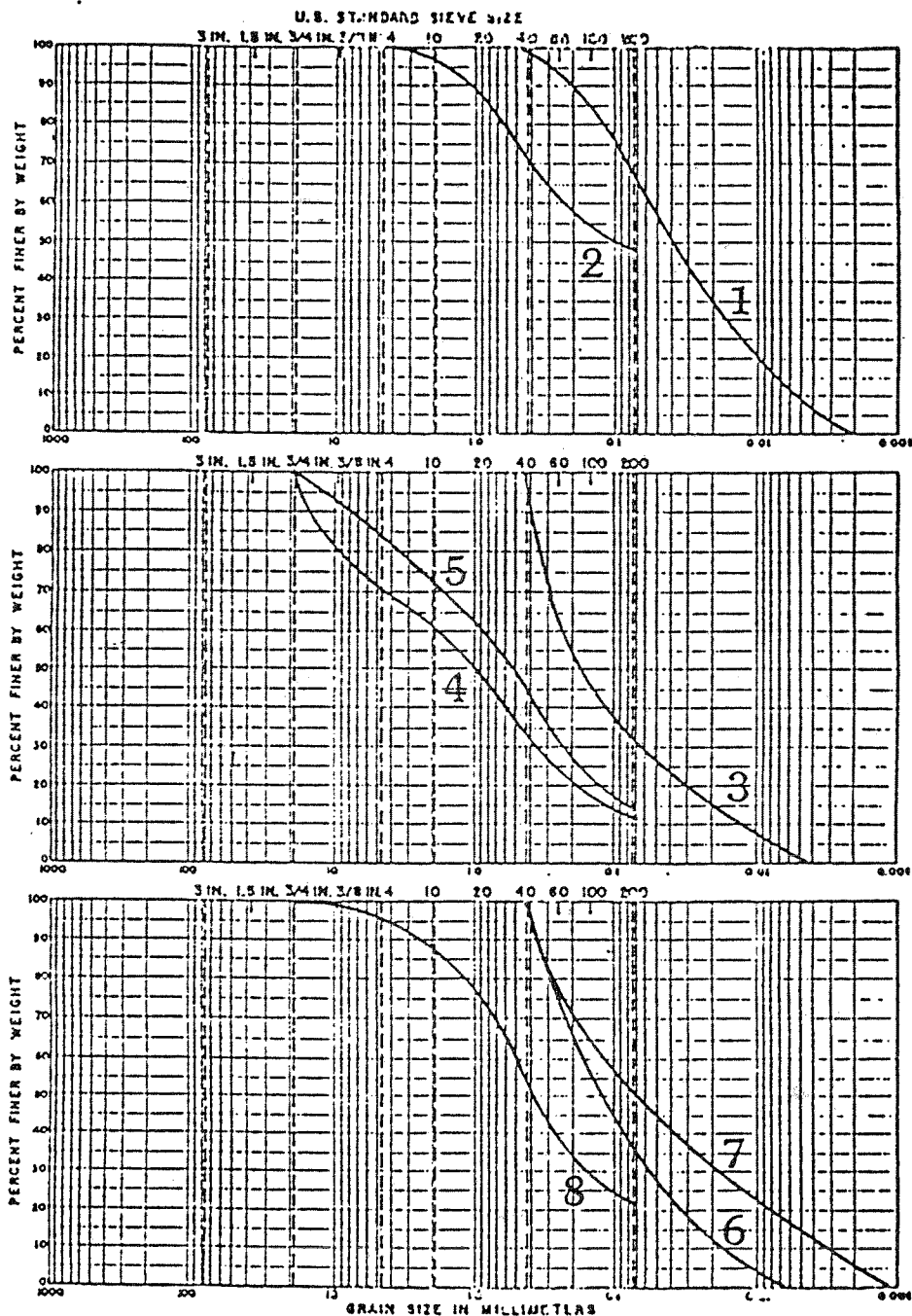
UNIFIED SOIL CLASSIFICATION SYSTEM



COBBLES		GRAVEL		SAND		SILT OR CLAY	

No.	BORING	DEPTH	USC	SAMPLE DESCRIPTION	MOIST.(%)
1	1	6	ML	SILT AND FINE SAND	41
2	1	16	SM	FINE TO MEDIUM SAND, TRACE SILT	12
3	1	26	SM	FINE TO COARSE SAND, TRACE SILT	13
4	2	6	SM	FINE TO COARSE SAND AND SILT	15
5	2	16	SM	FINE TO MEDIUM SAND AND SILT	24
6	2	26	SM	FINE TO MEDIUM SAND, SOME SILT	10
7	3	6	ML	SILT AND FINE TO COARSE SAND	27
8	3	11	ML	SILT AND FINE TO COARSE SAND	15
9	3	21	ML	SILT AND FINE TO COARSE SAND	31

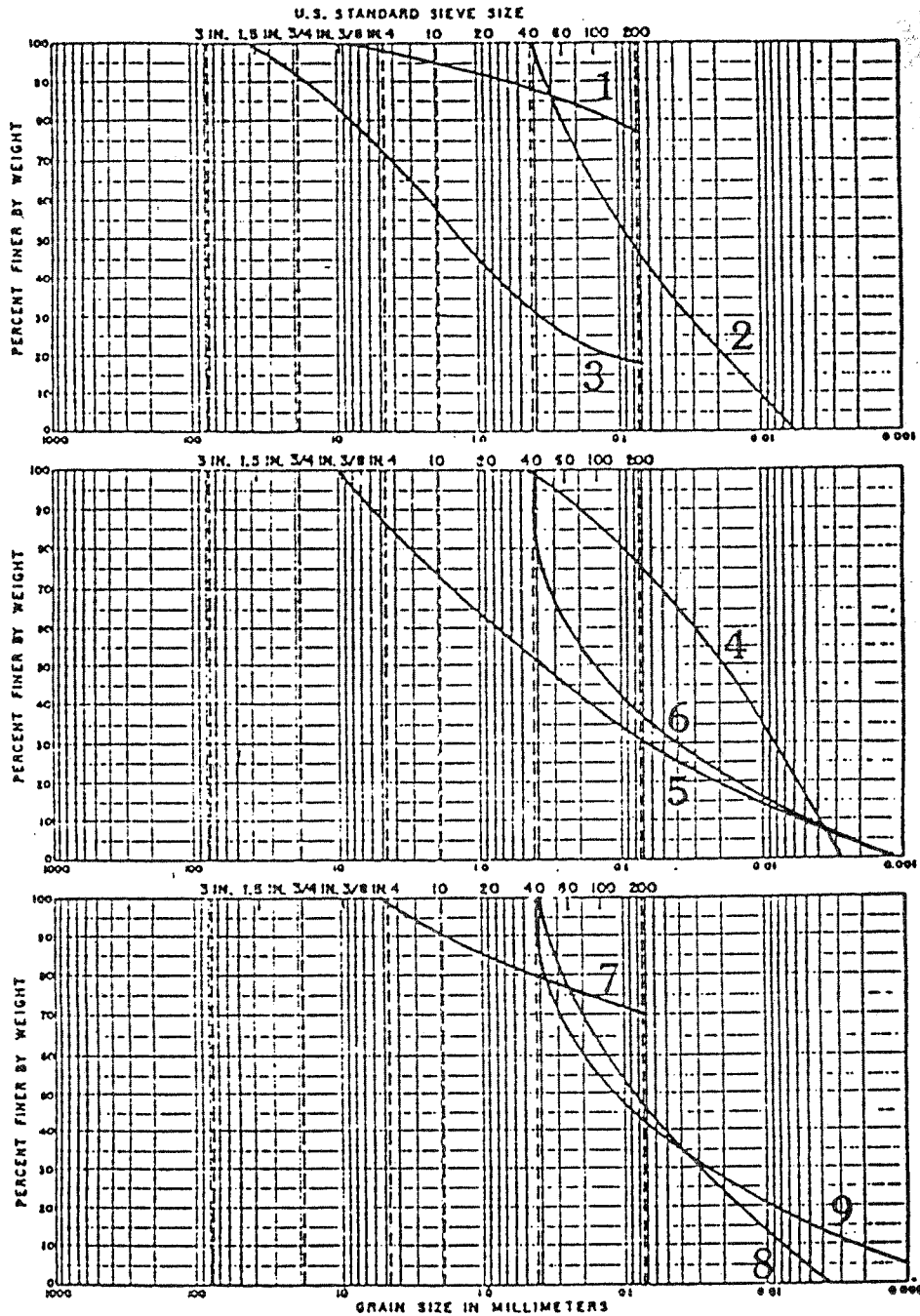
GRADATION CURVES



COBBLES		GRAVEL		SAND		SILT OR CLAY	

No.	BORING	DEPTH	USC	SAMPLE DESCRIPTION	MOIST.(%)
1	4	6	ML	SILT AND FINE SAND	17
2	4	2	ML	SILT AND FINE SAND	6
3	5	6	SM	FINE SAND AND SILT, ORGANIC ODOR	54
4	5	21	SM	FINE TO COARSE SAND, SOME SILT	3
5	5	26	SM	FINE TO COARSE SAND, SOME SILT	28
6	6	6	ML	FINE SAND AND SILT, DIESEL FUEL ODOR	47
7	6	11	ML	FINE SAND AND SILT, DIESEL FUEL ODOR	17
8	6	26	SM	FINE TO COARSE SAND, SOME SILT	23

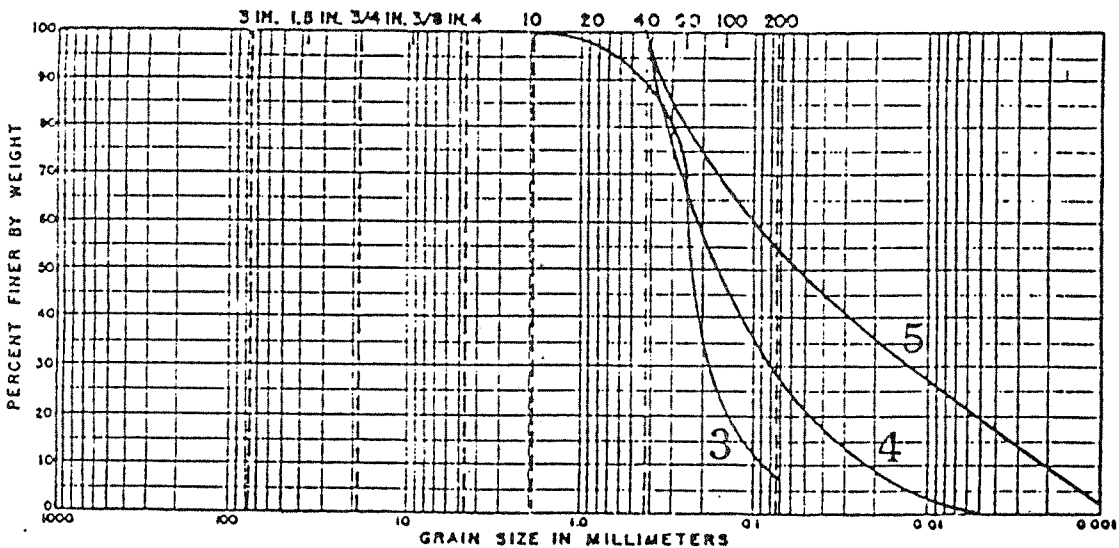
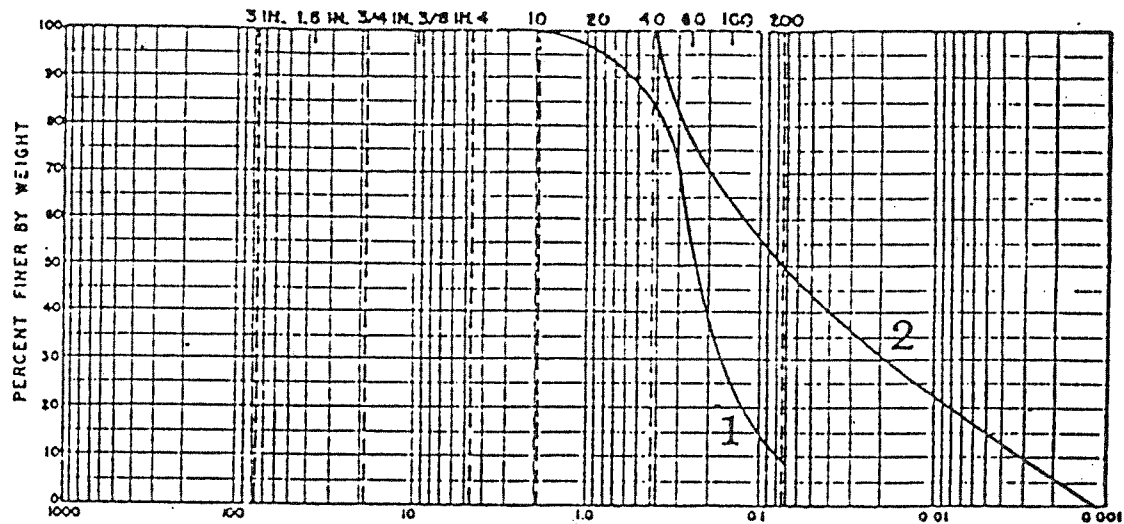
GRADATION CURVES



COBBLES		SAND		SILT OR CLAY	
COARSE	FINE	COARSE	FINE		

No.	BORING	DEPTH	USC	SAMPLE DESCRIPTION	MOIST.(%)
1	7	1	ML	SILT, SOME SAND	43
2	7	3	ML	SILT AND FINE SAND	64
3	7	6	SM	FINE TO COARSE SAND, SOME SILT	13
4	8	6	ML	SILT AND FINE SAND	27
5	8	11	SM	FINE TO COARSE SAND AND SILT	17
6	8	16	SM	FINE SAND AND SILT	56
7	9	1	ML	SILT, SOME SAND	56
8	9	6	SM	FINE SAND AND SILT	77
9	9	16	SM	FINE SAND AND SILT	19

GRADATION CURVES



COBBLES		SAND		SILT		CLAY	
COARSE	FINE	COARSE	MEDIUM	FINE	COARSE	MEDIUM	FINE

No.	BORING	DEPTH	USE	SAMPLE DESCRIPTION	MOIST. (%)
1	10	1	SP	FINE SAND	8
2	10	16	ML	SILT AND FINE SAND	18
3	11	1	SP	FINE SAND	8
4	11	6	SM	FINE SAND AND SILT, DIESEL FUEL ODOR	46
5	11	16	ML	SILT AND FINE SAND	19

GRADATION CURVES